NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

ANDOVER, NJ
AEROFLEX-ANDOVER ..... **RNAV (GPS) Rwy 3**
VOR-A
NA when local weather not available.
Category A, 1000-2.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL ..... **ILS or LOC Rwy 13**[1]
ILS or LOC/DME Rwy 31[1]
RADAR-1[2]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 22[2]
VOR Rwy 4[2]
VOR Rwy 13[2]
VOR Rwy 31[2]
[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

BINGHAMTON, NY
GREATER BINGHAMTON/
EDWIN A. LINK FIELD ..... **ILS Rwy 16**[1]
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 34[2]
VOR/DME Rwy 28[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

CALDWELL, NJ
ESSEX COUNTY ..... **LOC Rwy 22**[1]
RNAV (GPS) Rwy 22[2]
Category B, 900-2; Category C, 900-2½; Category D, 1000-3.
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

CORTLAND, NY
CORTLAND COUNTY-
CHASE FIELD ..... **VOR or GPS-A**
Categories A,B, 1100-2,Categories C,D, 1100-3.

DANSVILLE, NY
DANSVILLE MUNI ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
NA when local weather not available.
Category A, 1300-2; Category B, 1500-2; Category C, 1500-3.

DUNKIRK, NY
CHAUTAUQUA COUNTY/
DUNKIRK ..... **VOR Rwy 6**
VOR Rwy 24
Category D, 900-2¾.

ELMIRA, NY
ELMIRA/CORNING RGNL ..... **ILS Rwy 6**
ILS or LOC Rwy 24
NA when control tower closed.
Categories A,B, 1200-2; Categories C,D, 1200-3.

FARMINGDALE, NY
REPUBLIC ..... **ILS or LOC Rwy 14**[12]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories C, D, 700-2.

FULTON, NY
OSWEGO COUNTY ..... **RNAV (GPS) Rwy 24**
VOR Rwy 33
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ISLIP, NY

LONG ISLAND
MAC ARTHUR ..... **ILS or LOC Rwy 6[1]**
ILS or LOC Rwy 24[1]
NDB Rwy 6[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

ITHACA, NY

ITHACA
TOMPKINS RGNL ..... **ILS or LOCRwy 32[12]**
RNAV (GPS) Y Rwy 14[34]
RNAV (GPS) Z Rwy 14[34]
VOR Rwy 14[34]
VOR Rwy 32[35]

[1]Categories A, B, 1000-2; Categories C, D, 1000-3.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category D, 800-2¼.
[5]Categories A, B, 1500-2; Categories C, D, 1500-3.

JAMESTOWN, NY

CHAUTAUQUA COUNTY/
JAMESTOWN ..... **ILS or LOC Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MASSENA, NY

MASSENA INTL-RICHARDS
FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27

Category D, 800-2¼.
NA when local weather not available.

MILLVILLE, NJ

MILLVILLE MUNI ..... **VOR-A**

NA when local weather not available.

MONTGOMERY, NY

ORANGE COUNTY ..... **ILS or LOC Rwy 3**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 26

NA when local weather not available.
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

MONTICELLO, NY

SULLIVAN COUNTY
INTL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NDB Rwy 15

NA when local weather not available.

MORRISTOWN, NJ

MORRISTOWN MUNI ..... **ILS or LOC Rwy 23[12]**
NDB Rwy 5[13]
NDB or GPS Rwy 23[14]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 700-2; Category D, 900-2¾. LOC, Category D, 900-2¾.
[3]Category D, 900-2¼.
[4]Category D, 900-3.

NEW YORK, NY

JOHN F.
KENNEDY INTL ..... **ILS or LOC Rwy 22L[1]**
ILS Rwy 22R[1]
ILS Rwy 4L[1]
ILS Rwy 4R[1]
ILS or LOC Rwy 13L[1]
ILS or LOC Rwy 31L[1]
ILS or LOC Rwy 31R[1]
VOR or GPS Rwy 13L/R,1000-3

[1]ILS, 700-2.

LA GUARDIA ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 13[3]
ILS or LOC Rwy 22[2]
LDA-A[4]
LOC Rwy 31[4]
RNAV (GPS)-B[4]
RNAV (GPS) Y Rwy 4[4]
RNAV (GPS) Rwy 13[5]
RNAV (GPS) Y Rwy 22[4]
RNAV (GPS) Rwy 31[4]
VOR/DME-G[4]
VOR/DME-H[4]
VOR-F[6]
VOR Rwy 4[4]

[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[3]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category D, 800-2¼.
[5]Categories A,B,C,D, 800-2¼.
[6]Categories A,B,1000-2;Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

NEWARK, NJ

NEWARK LIBERTY INTL ..... **ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[1]
ILS or LOC Rwy 11[1]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 22R[1]
RNAV (GPS) Rwy 4L[2]
RNAV (GPS) Y Rwy 4R[2]
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Z Rwy 22L[2]
RNAV (GPS) Rwy 22R[2]
VOR/DME Rwy 22L[3]
VOR/DME Rwy 22R[3]
VOR Rwy 11[4]

[1]ILS, Categories A, B, C, 800-2; Category D, 900-3. LOC, Category D, 900-3.
[2]Category D, 900-3.
[3]Categories A,B, 900-2; Category C, 900-3; Category D, 1000-3.
[4]Categories A,B, 1000-2;Categories C,D, 1000-3.

NEWBURGH, NY

STEWART INTL ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
VOR Rwy 27[2]

[1]ILS, Categories C, D, 700-2.
[2]Category D, 800-2¼.

PENN YAN, NY

PENN YAN ..... **RNAV (GPS) Rwy 1**

Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½.
NA when local weather not available.

POUGHKEEPSIE, NY

DUTCHESS COUNTY ..... **RNAV (GPS) Rwy 6[1]**
RNAV (GPS) Rwy 24[2]
VOR-A[1]
VOR/DME Rwy 6[1]
VOR/DME Rwy 24[2]

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category C, 800-2¼; Category D, 800-2½.

ROCHESTER, NY

GREATER ROCHESTER INTL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22[1]
ILS or LOC Rwy 28[2]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
RNAV (GPS) Rwy 28[4]
VOR Rwy 4[3]
VOR/DME Rwy 4[3]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

ROME, NY

GRIFFISS INTL ..... **ILS or LOC Rwy 33[12]**
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Rwy 33[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.

SARANAC LAKE, NY

ADIRONDACK RGNL ..... **VOR/DME Rwy 5[1]**
VOR or GPS Rwy 9[2]

[1]Category A, 1100-2; Category B, 1200-2; Categories C,D, 1200-3.
[2]Categories A,B, 1400-2; Categories C,D, 1400-3.

SCHENECTADY, NY

SCHENECTADY COUNTY ..... **ILS Rwy 4[1]**
NDB Rwy 22

NA when control tower closed.
[1]Category D, 700-2.

SHIRLEY, NY

BROOKHAVEN ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 15
RNAV (GPS) Y Rwy 24
RNAV (GPS) Z Rwy 24
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SUSSEX, NJ

SUSSEX ..... **RNAV (GPS) Rwy 3**[1]
VOR-A[2]

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.
[2]Categories A, B, 1400-2; Category C, 1400-3.

SYRACUSE, NY

SYRACUSE HANCOCK INTL ..... **ILS or LOC Rwy 10**[1]
VOR or TACAN Rwy 33[2]

[1]ILS, Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

TETERBORO, NJ

TETERBORO ..... **ILS or LOC Rwy 6**[1]
ILS RWY 19[1]
RNAV (GPS) Y Rwy 6[3]
RNAV (RNP) Z Rwy 6, 800-2¼
VOR/DME-A[2]
VOR/DME-B[2]
VOR/DME Rwy 6[3]
VOR Rwy 24[4]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 900-2¾. LOC, Category C, 800-2¼; Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category C, 800-2¼; Category D, 900-2¾.
[4]Categories B,C,D, 1000-3.

TRENTON, NJ

TRENTON MERCER ..... **ILS Rwy 6**
NDB or GPS Rwy 6
VOR or GPS-A
VOR or GPS Rwy 24

NA when control tower closed.

WATERTOWN, NY

WATERTOWN INTL ..... **ILS or LOC Rwy 7**[1]
RNAV (GPS) Rwy 7[23]

[1]LOC, NA.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WELLSVILLE, NY

WELLSVILLE MUNI ARPT, TARANTINE FIELD ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR-A[1]

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI . **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 24

NA when local weather not available.
[1]NA when control tower closed.

WHITE PLAINS, NY

WESTCHESTER COUNTY **ILS or LOC Rwy 16**[1]
ILS or LOC Rwy 34[1]
NDB Rwy 16[12]
RNAV (GPS) Rwy 34[3]
VOR/DME-A[1]

[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]NA when local weather not available.

WILDWOOD, NJ

CAPE MAY COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 19
VOR-A

NA when local weather not available.

ATLANTIC CITY, NJ

Amdt. 15, SEP 25, 2008 (FAA) ELEV **75**

ATLANTIC CITY INTL

RADAR- 124.6 327.125

RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
S-13		AB	**480**/24	405	(500-½)	C	**480**/40	405	(500-¾)
		DE	**480**/50	405	(500-1)				
S-4		AB	**480**-1	412	(500-1)	CD	**480**-1¼	412	(500-1¼)
		E	**480**-1½	412	(500-1½)				
S-31		AB	**480**-1	417	(500-1)	CD	**480**-1¼	417	(500-1¼)
		E	**480**-1½	417	(500-1½)				
S-22		AB	**600**-1	532	(600-1)	C	**600**-1½	532	(600-1½)
		D	**600**-1¾	532	(600-1¾)	E	**600**-2	532	(600-2)
CIRCLING		AB	**560**-1	485	(500-1)	C	**560**-1½	485	(500-1½)
		D	**640**-2	565	(600-2)	E	**760**-2½	685	(700-2½)

For inoperative MALSR, increase ASR S-13 CAT D visibility to RVR 6000 and Cat E to 1½.
Alternate Minimums: Cat E 800 - 2½.

MCGUIRE AFB (KWRI), NJ (Orig, 10154 USAF)

ELEV **131**

RADAR (E) - 120.0 269.025

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	6[1] [3]	2.7°/53/1270	ABCDE	**331**/24	200	(200-½)
	18[3]	3.0°/51/950	ABCDE	**323**-¾	200	(200-¾)
	36	3.0°/46/950	ABCDE	**329**-¾	200	(200-¾)
	24[2] [3]	2.8°/45/905	ABCDE	**378**/40	262	(300-¾)

PAR No-NOTAM MP: 0530-1100Z++ dly. PAR apch avbl dly from 1100-0300Z++ contingent upon PAR ctl avbl and/or deployed status of mobile PAR. Btn 0300-1100Z++, PAR avbl for full stop ldg only when wx is blw TACAN min.

[1]When ALS inop, increase CAT RVR to 40 and vis to ¾ mile.

[2]When ALS inop, increase RVR to 50 and vis to 1 mile.

[3]Rwy 6, 18, and 24, VGSI and PAR glidepaths not coincident.

WHEELER-SACK AAF (KGTB), NY(Fort Drum) (1-Amdt 1, 2-Orig 09239 USA)

RADAR[1] - 128.25 299.85 ELEV 690

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
PAR	3[23]	3.0°/54/1038	ABCDE	**885**-½	200	(200-½)
	21[23]	3.0°/58/1106	ABCDE	**877**-½	200	(200-½)
	33[4]	3.0°/49/938	AB	**938**-¾	250	(300-¾)
			CDE	**938**-1	250	(300-1)
RADAR-2						
ASR	21[5]		AB	**1020**-½	343	(400-½)
			CDE	**1020**-¾	343	(400-¾)
	15[6]		AB	**1100**-½	413	(500-½)
			CD	**1100**-¾	413	(500-¾)
			E	**1100**-1	413	(500-1)
	33[4]		AB	**1140**-1	452	(500-1)
			C	**1140**-1¼	452	(500-1¼)
			DE	**1140**-1½	452	(500-1½)
	3[7]		AB	**1240**-½	555	(600-½)
			C	**1240**-1	555	(600-1)
			D	**1240**-1¼	555	(600-1¼)
			E	**1240**-1½	555	(600-1½)
CIR[8]	All Rwy		AB	**1240**-1	552	(600-1)
			C	**1240**-1½	552	(600-1½)
			D	**1240**-2	552	(600-2)
			E	**1520**-3	832	(900-3)

[1]Opr 1300-0500Z++. [2]When ALS inop, increase CAT ABCDE vis to ¾ mile. [3]VGSI and PAR glide path not coincident. [4]Visibility reduction by helicopters NA. [5]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles. [6]When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, CAT E vis to 1½ miles. [7]When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles. [8]Circling not authorized E of Rwy 21 and 33. Circling not authorized for CAT E to Rwy 8-26 and Rwy 15-33. Circling not authorized for CAT B, C, and D to Rwy 8.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

AKRON, NY

AKRON (9G3)

ORIG 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 300-1.

ALBANY, NY

ALBANY INTL (ALB)

AMDT 11 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. with a min. climb of 400' per NM to 700. **Rwy 28**, 300-1 or std. with a min. climb of 485' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 110° to 2000 before turning north. **Rwy 19,** climb heading 191° to 1400 before proceeding on course. **Rwy 28,** climb heading 281° to 2000 before turning south.

NOTE: **Rwy 10,** multiple trees beginning 21' from departure end of runway, 53' left of centerline, up to 99' AGL/398' MSL. Multiple trees beginning 74' from departure end of runway, 188' right of centerline, up to 93' AGL/402' MSL. **Rwy 19,** multiple trees beginning 909' from departure end of runway, 638' left of centerline, up to 80' AGL/379' MSL. Multiple trees beginning 1125' from departure end of runway, 460' right of centerline, up to 44' AGL/ 343' MSL. **Rwy 28,** multiple trees, building, light on pole, and electrical equipment beginning 23' from departure end of runway, 93' right of centerline, up to 87' AGL/416' MSL. Multiple trees, lights on poles, building, and sign beginning 110' from departure end of runway, 7' left of centerline, up to 91' AGL/390' MSL.

NAME	TAKE-OFF MINIMUMS

ALBION, NY

PINE HILL (9G6)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1000 before proceeding on course.

ANDOVER, NJ

AEROFLEX-ANDOVER (12N)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 310' per NM to 900. **Rwy 21,** 600-2 or std. with a min. climb of 256' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 1200 before proceeding on course. **Rwy 21,** climb runway heading to 1400 before proceeding on course.

NOTE: **Rwy 3,** trees 4800' from departure end of runway, 1050' left of centerline, 100' AGL/803' MSL. **Rwy 21,** trees 715' from departure end of runway, 164' right of centerline, 84' AGL/667' MSL.

ATLANTIC CITY, NJ
ATLANTIC CITY INTL (ACY)
ORIG 07074 (FAA)
NOTE: **Rwy 4,** tree 2185' from departure end of runway, 491' left of centerline, 50' AGL/124' MSL. **Rwy 13,** tree 1654' from departure end of runway, 814' right of centerline, 64' AGL/110' MSL. **Rwy 22,** building 530' from departure end of runway, 555' right of centerline, 15' AGL/75' MSL.

BATAVIA, NY
GENESEE COUNTY AIRPORT (GVQ)
ORIG 07214 (FAA)
NOTE: **Rwy 28,** terrain 15' from departure end of runway, 72' left of centerline, 919' MSL. Terrain 19' from departure end of runway, 231' right of centerline, 916' MSL. Multiple trees beginning 608' from departure end of runway, 584' left of centerline, up to 100' AGL/1009' MSL. Tower 1789' from departure end of runway, 704' left of centerline, 100' AGL/1005' MSL.

BELMAR-FARMINGDALE, NJ
MONMOUTH EXECUTIVE (BLM)
AMDT 1 83160 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21,** 300-1.

BERLIN, NJ
CAMDEN COUNTY (19N)
AMDT 1 93173 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 600-1½ or std. with a min. climb of 270' per NM to 600.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb to 600 before turning on course.

BINGHAMTON, NY
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** trees beginning 143' from departure end of runway, 259' left of centerline, up to 29' AGL/1579' MSL. **Rwy 16,** trees beginning 162' from departure end of runway, 325' left of centerline, up to 100' AGL/1669' MSL. **Rwy 28,** trees beginning 157' from departure end of runway, 406' left of centerline, up to 52' AGL/1602' MSL. **Rwy 34,** antenna 216' from departure end of runway, 223' right of centerline, 93' AGL/1643' MSL.

BLAIRSTOWN, NJ
BLAIRSTOWN (1N7)
AMDT 1 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 400-2 or std. with a min. climb of 260' per NM to 800'.
DEPARTURE PROCEDURE: Eastbound Departure: **Rwy 7**, climb runway heading to 800' then continue climb to 3000 direct STW VOR/DME before departing as cleared. **Rwy 25**, climb runway heading to 800' then continue climbing left turn to 3000 via STW R-250 to STW VOR/DME before departing as cleared. Westbound Departure: **Rwy 7**, climb runway heading to 800' then continue climbing right turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared. **Rwy 25**, climb runway heading to 800, then continue climbing left turn to 3000 or above via heading 200°, to intercept STW R-243 to the FJC R-087 direct to FJC VORTAC before departing as cleared.

BROCKPORT, NY
LEDGEDALE AIRPARK (7G0)
ORIG 09015 (FAA)
NOTE: **Rwy 10,** trees beginning 882' from departure end of runway, 568' left of centerline up to 100' AGL/764' MSL. **Rwy 28,** tree beginning 1820' from departure end of runway, 769' right of centerline up to 100' AGL/764' MSL. Trees beginning 3049' from departure end of runway, 1253' left of centerline up to 100' AGL/759' MSL.

BUFFALO, NY
BUFFALO AIRFIELD (9G0)
AMDT 1 08325 (FAA)
NOTE: **Rwy 6,** trees beginning 2296' from departure end of runway, 68' left of centerline, up to 100' AGL/770' MSL. Tree 4038' from departure end of runway, 1425' right of centerline, 100' AGL/779' MSL. Trees beginning 3080' from departure end of runway, 219' right of centerline, up to 100' AGL/769' MSL. **Rwy 24,** trees beginning 91' from departure end of runway, 208' right of centerline, up to 100' AGL/780' MSL. Trees beginning 868' from departure end of runway, 112' left of centerline, up to 100' AGL/750' MSL.

BUFFALO NIAGARA INTL (BUF)
AMDT 5 07242 (FAA)
NOTE: **Rwy 5,** tree 648' from departure end of runway,662' left of centerline, 65' AGL/751' MSL. Trees beginning 697' from departure end of runway, 385' right of centerline, up to 100' AGL/787' MSL. **Rwy 23,** trees, poles, building and pump beginning 6' from departure end of runway, 290' left of centerline, up to 40' AGL/721' MSL. Tree 3317' from departure end of runway, 916' right of centerline, 68' AGL/759' MSL. **Rwy 32,** multiple trees and a bush beginning 141' from departure end of runway, 66' left of centerline, up to 67' AGL/756' MSL. Multiple trees beginning 43' from departure end of runway, 90' right of centerline, up to 66' AGL/752' MSL.

CALDWELL, NJ
ESSEX COUNTY (CDW)
AMDT 1 82175 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 28**, 300-1. **Rwy10**, 900-1.
DEPARTURE PROCEDURE: **Rwys 4, 22, 28**, climb runway heading to 600 before departing as cleared.

CANANDAIGUA, NY
CANANDAIGUA (D38)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 230' per NM to 1100.

CORTLAND, NY
CORTLAND COUNTY-CHASE FIELD (N03)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 220' per NM to 2000. **Rwy 24,** 400-2 or std. with a min. climb of 330' per NM to 1700.
DEPARTURE PROCEDURE: **Rwys 6, 24,** climb runway heading to 2600 before turning southbound.

CROSS KEYS, NJ
CROSS KEYS (17N)
AMDT 1 09351 (FAA)
NOTE: **Rwy 9,** trees beginning 81' from DER, 76' right of centerline, up to 100' AGL/289' MSL. Trees beginning 1914' from DER, 834' left of centerline, up to 100' AGL/279' MSL. Pole 4369' from DER, 643' left of centerline, 147' AGL/303' MSL. **Rwy 27,** trees beginning 50' from DER, 20' right of centerline, up to 100' AGL/259' MSL. Tree 2099' from DER, 893' left of centerline, 100 AGL/249' MSL.

DANSVILLE, NY
DANSVILLE MUNI (DSV)
AMDT 2 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** std. w/ min. climb of 482' per NM to 3000, or 2000-3 for climb in visual conditions. **Rwy 18,** std. w/ min. climb of 430' per NM to 2700, or 600-2½ w/ min. climb of 358' per NM to 2700, or 2000-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 399' per NM to 2400, or 700-2½ w/ min. climb of 321' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 36,** std. w/ min. climb of 446' per NM to 2600, or 400-1¼ w/ min. climb of 375' per NM to 2600, or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 3000 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 18,** climb heading 178° to 2700 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 32,** climb heading 317° to 2400 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course. **Rwy 36,** climb heading 358° to 2600 or for climb in visual conditions cross Dansville Muni airport at or above 2500 MSL before proceeding on course.

DANSVILLE MUNI (CON'T)
NOTE: **Rwy 14,** vehicle on roadway, at DER, 377' left of centerline, 15' AGL/675' MSL. Trees beginning 7725' from DER, 635' left of centerline, up to 50' AGL/1409' MSL. Vehicle on roadway, 174' from DER, 536' right of centerline, 15' AGL/675' MSL. Trees beginning 1.8 NM from DER, 94' right of centerline, 50' AGL/1349' MSL. **Rwy 18,** trees beginning 1.8 NM from DER, 908' left of centerline, up to 50' AGL/969' MSL. Trees beginning 4209' from DER, 109' right of centerline, up to 50' AGL/1209' MSL. **Rwy 32,** vehicle on roadway, 41' from DER, 470' left of centerline, 15' AGL/651' MSL. Trees beginning 8840' from DER, 1396' left of centerline, up to 50' AGL/1249' MSL. **Rwy 36,** trees beginning 5437' from DER, 574' right of centerline, up to 50' AGL/1269' MSL.

DUNKIRK, NY
CHAUTAUQUA COUNTY/ DUNKIRK (DKK)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-2 or std. with a min. climb of 230' per NM to 1200.
DEPARTURE PROCEDURE: **Rwys 6, 15,** climb runway heading to 1200, then climbing left turn direct DKK VORTAC before proceeding on course. **Rwys 24, 33,** climb runway heading to 1200, then climbing right turn direct DKK VORTAC before proceeding on course. Southbound aircraft cross DKK VORTAC at or above 2300.

EAST HAMPTON, NY
EAST HAMPTON (HTO)
AMDT 2 99056 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.
NOTE: **Rwy 4,** 40' AGL trees 200' from departure end of runway. **Rwy 22,** 42' AGL trees 120' from departure end of runway. **Rwy 16,** 48' AGL trees 130' right of departure end of runway.

ELLENVILLE, NY
JOSEPH Y RESNICK (N89)
ORIG 99028 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 1000-2. **Rwy 22,** 1600-2 or std. with a min. climb of 450' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 5000 before proceeding on course. **Rwy 22,** climb on heading 240° to 4000 before proceeding on course.

ELMIRA, NY

ELMIRA/CORNING RGNL (ELM)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA-ATC. **Rwy 6**, 600-2¾ or std. with a min. climb of 325' per NM to 1700. **Rwy 10,** std. with a min. climb of 449' per NM to 1600, or 2000-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 423' per NM to 2400, or 2000-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 636' per NM to 2100, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 2400 before proceeding on course. **Rwy 10,** climb heading 101° to 2500 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 24**, climb heading 242° to 2600 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course. **Rwy 28**, climb heading 281° to 2400 before proceeding on course. For climb in visual conditions: cross Elmira/Corning Rgnl Airport at or above 2800' MSL before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 984' from departure end of runway, 228' left of centerline, up to 34' AGL/1023' MSL. Multiple trees 2.1 NM from departure end of runway, 3938' left of centerline, up to 100' AGL/1499' MSL. Multiple trees beginning 809' from departure end of runway, 102' right of centerline, up to 39' AGL/1028' MSL. **Rwy 10,** poles and multiple trees beginning 551' from departure end of runway, 38' left of centerline, up to 49' AGL/998' MSL. Pole and multiple trees beginning 130' from departure end of runway, 125' right of centerline, up to 63' AGL/1012' MSL. **Rwy 24,** sign and multiple trees beginning 870' from departure end of runway, 528' left of centerline, up to 48' AGL/1006' MSL. **Rwy 28,** multiple trees beginning 1341' from departure end of runway, 289' left of centerline, up to 73' AGL/1012' MSL. Tower and multiple trees beginning 440' from departure end of runway, 472' right of centerline, up to 92' AGL/1031' MSL.

ENDICOTT, NY

TRI-CITIES (CZG)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 515' per NM to 1700 or 700-2 with min. climb of 242 to 2000 or 1600-2 ½ for climb in visual conditions. **Rwy 21,** std. w/ min. climb of 604' per NM to 2100 or 900-3 with min. climb of 470 to 2200 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 036° to 2000 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course. **Rwy 21,** climb heading 216° to 2200 before proceeding on course or for climb in visual conditions: cross Tri-Cities airport at or above 2300 before proceeding on course.

NOTE: **Rwy 3,** tree 1' from DER, 418' left of centerline, 78' AGL/907' MSL. Multiple trees and train on tracks beginning 163' from DER, 56' left of centerline, up to 110' AGL/1469' MSL. Multiple trees and tower beginning 1699' from DER, 259' right of centerline, up to 106' AGL/915' MSL. **Rwy 21 ,** multiple trees, pole and tower beginning 51' from DER, 63' left of centerline, up to 84' AGL/1473' MSL. Multiple trees beginning 751' from DER, 73' right of centerline, up to 86' AGL/1175' MSL.

FARMINGDALE, NY

REPUBLIC (FRG)

AMDT 6 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 200 -1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER. **Rwy 32,** 300 -1¾ or std. w/ min. climb of 213' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient. Take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 013° to 700 before turning left. **Rwy 32,** climb heading 326° to 700 before turning right.

NOTE: **Rwy 1,** fence. elevator, buildings, tanks and trees beginning 3' from DER, 194' left of centerline, up to 69' AGL/144' MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144' from DER, 246' right of centerline, up to 80' AGL/155' MSL. Tank 5912' from DER, 1427' left of centerline, 139' AGL/235' MSL. **Rwy 14,** road, pole, and trees beginning 182' from DER, 24' right of centerline, up to 70' AGL/120' MSL. Poles and trees beginning 534' from DER, 97' left of centerline, up to 74' AGL/124' MSL. **Rwy 19,** sign, hangar, poles, and trees beginning 78' from DER, 14' right of centerline, up to 65' AGL/115' MSL. Buildings, poles, and trees beginning 182' from DER, 71' left of centerline, up to 75' AGL/125' MSL. Tower 2454' from DER, 318' right of centerline, 84' AGL/142' MSL. **Rwy 32,** fence, poles, and trees beginning 146' from DER, 23' right of centerline, up to 69' AGL/139' MSL. Traffic signal, poles, antenna, and trees beginning 330' from DER, 124' left of centerline, up to 72' AGL/142' MSL. Tank 1.35 NM from DER, 1122' left of centerline, 107' AGL/297' MSL.

FISHERS ISLAND, NY

ELIZABETH FIELD (0B8)

AMDT 2 98337 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 300' per NM to 300.

NOTE: **Rwy 7,** 15' AGL bunker 25' from departure end of runway, right of centerline.

FULTON, NY

OSWEGO COUNTY (FZY)

AMDT 1 01137 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb gradient of 270' per NM to 900.

NOTE: **Rwy 6,** hill 1400' from departure end of runway, on centerline 50' AGL/549' MSL. **Rwy 15,** trees 1700' from departure end of runway, on centerline 85' AGL/560' MSL. **Rwy 24,** trees 1350' from departure end of runway, on centerline 60' AGL/517' MSL. **Rwy 33,** road 400' from departure end of runway, on centerline 15' AGL/462 MSL.

GLENS FALLS, NY

FLOYD BENNETT MEMORIAL (GFL)

ORIG-A 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1,12,19,30,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1,12,30**, climbing right turn to 2000 direct GANSE LOM before proceeding on course. **Rwy 19**, Climb to 2000 direct GANSE LOM before proceeding on course.

HAMILTON, NY

HAMILTON MUNI (VGC)
AMDT 2 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 600-3 w/ min. climb of 288' per NM to 2100 or 1300-2½ for climb in visual conditions. **Rwy 35,** 400-1 w/ min. climb of 364' per NM to 2300 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 2100 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course. **Rwy 35,** climb heading 350° to 2300 or for climb in visual conditions, cross Hamilton Muni airport at or above 2300 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 37' from departure end of runway, 163' right of centerline, up to 100' AGL/1219' MSL. Railroad 94' from departure end of runway, 217' left of centerline, 23' AGL/1162' MSL. Multiple trees beginning 815' from departure end of runway, 583' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 1861' from departure end of runway, 939' right of centerline, up to 100' AGL/1459' MSL. Multiple trees beginning 1.6 NM from departure end of runway, 3026' left of centerline, up to 100' AGL/1659' MSL. Multiple trees beginning 2.6 NM from departure end of runway, 1078' right of centerline, up to 100' AGL/1679' MSL. **Rwy 35,** railroad 27' from departure end of runway, 464' right of centerline, 23' AGL/1162' MSL. Multiple trees beginning 855' from departure end of runway, 604' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2444' from departure end of runway, 356' left of centerline, up to 100' AGL/1219' MSL. Multiple trees beginning 4371' from departure end of runway, 1630' right of centerline, up to 100' AGL/1439' MSL.

HAMMONTON, NJ

HAMMONTON MUNI (N81)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 034° to 600 before turning left.

NOTE: **Rwy 21,** trees 1572' from departure end of runway, 526' left of centerline, 100' AGL/163' MSL. Trees 3201' from departure end of runway, 911' right of centerline, 100' AGL/166' MSL.

HORNELL, NY

HORNELL MUNI (4G6)
AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min. climb of 425' per NM to 2200 or 1500-3 for climb in visual conditions. **Rwy 36,** NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 165° to 2700 before proceeding on course or for climb in visual conditions cross Hornell Muni airport at or above 2600 MSL before proceeding on course.

NOTE: **Rwy 18,** trees 1260' from departure end of runway, 79' left of centerline, up to 96' AGL/1256' MSL.

HUDSON, NY

COLUMBIA COUNTY (1B1)
ORIG 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 025° to 1500 before turning. **Rwy 21,** climb heading 190º to 2100 before turning right.

NOTE: **Rwy 3,** vehicles beginning 393' from departure end of runway, 19' left of centerline, up to 17' AGL/226' MSL. Trees beginning 856' from departure end of runway, 587' right of centerline, up to 80' AGL/279' MSL. Trees beginning 3292' from departure end of runway, 574' left of centerline, up to 80' AGL/339' MSL. **Rwy 21,** fence 104' from departure end of runway, 372' left of centerline, up to 44' AGL/203' MSL. Trees beginning 400' from departure end of runway, 41' right of centerline, up to 80' AGL/280' MSL. Trees beginning 563' from departure end of runway, 61' left of centerline, 80' AGL/289' MSL.

ISLIP, NY

LONG ISLAND MACARTHUR (ISP)
AMDT 4 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33R,** 300-1 or std. with a min. climb of 220' per NM to 400.

ITHACA, NY

ITHACA TOMPKINS RGNL (ITH)
AMDT 5 10098(FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** Std. w/ min. climb of 350' per NM to 2400 or 1500-3 for climb in visual conditions. **Rwys 15, 33,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 14,** Climb heading 145° to 2400 before turning left or for climb in visual conditions cross Ithaca Tompkins Rgnl airport at or above 2400 before proceeding on course. **Rwy 32,** Climb heading 325° to 1600 before proceeding on course.

NOTE: **Rwy 14,** Trees beginning 570' from DER, 525' right of centerline, up to 100' AGL/1187' MSL. Tree1833' from DER, 768' left of centerline, 60' AGL/1146' MSL. Pole 1953' from DER, 896' right of centerline, 70' AGL/1151' MSL. Trees, towers, and terrain beginning 2.1 NM from DER, 329' right of centerline, up to 100' AGL/1959' MSL. **Rwy 32,** rising terrain 171' from DER, 474' right of centerline, up to 1083' MSL. Trees beginning 1255' from DER, 158' right of centerline, up to 80' AGL/1170' MSL. Trees beginning 2756' from DER, 433' left of centerline, up to 90' AGL/1151' MSL.

JAMESTOWN, NY
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)
NOTE: **Rwy 7,** multiple trees beginning 495' from departure end of runway, 525' left of centerline, up to 30' AGL/1749' MSL. **Rwy 13,** rising terrain beginning 200' from departure end of runway, left and right of centerline, up to 1740' MSL. Multiple trees beginning 228' from departure end of runway, 232' left of centerline, up to 47' AGL/1795' MSL. Vent on building 527' from departure end of runway, 628' right of centerline, 38' AGL/1768' MSL. Vehicles on road, 737' from departure end of runway, 329' right of centerline, 15' AGL/1756' MSL. Vent on building 1003' from departure end of runway, 426' right of centerline, 38' AGL/1768' MSL. Obstacle light on building 1232' from departure end of runway, 309' right of centerline, 38' AGL/1768' MSL. Multiple trees beginning 831' from departure end of runway, 77' right of centerline, up to 90' AGL/1799' MSL. **Rwy 25,** antenna on building 424' from departure end of runway, 262' left of centerline, 14' AGL/1733' MSL. Tree 731' from departure end of runway, 652' left of centerline, 72' AGL/1761' MSL. **Rwy 31,** vehicles on road 0' from departure end of runway, 403' right of centerline, 15' AGL/1734' MSL. Rising terrain beginning abeam departure end of runway, left and right of centerline, up to 1749' MSL. Multiple trees beginning 404' from departure end of runway, 127' right of centerline, up to 62' AGL/1801' MSL. Multiple trees beginning 577' from departure end of runway, 630' left of centerline, up to 44' AGL/1793' MSL. Tree 3695' from departure end of runway, 728' left of departure end of runway, 35' AGL/1834' MSL. Tree 6082' from departure end of runway, 846' left of centerline, 100' AGL/1879' MSL.

JOHNSTOWN, NY
FULTON COUNTY (NY0)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE: **Rwy 10,** 50' AGL trees 720' from departure end of runway, 65' left of centerline. **Rwy 28,** 60' AGL trees 700' from departure end of runway, 125' left of centerline.

KINGSTON, NY
KINGSTON-ULSTER (20N)
ORIG 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-1.
DEPARTURE PROCEDURE: **Rwy 15,** climb to 3000 via PWL R-316 to TRESA INT before proceeding on course. **Rwy 33,** climbing right turn to 3000 on heading 170° and PWL R-316 to TRESA INT before proceeding on course.

LAKE PLACID, NY
LAKE PLACID (LKP)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** NA-obstacles. **Rwy 32,** std. with a min. climb of 420' per NM to 4000.
DEPARTURE PROCEDURE: **Rwy 32,** climbing left turn to 5000 via heading 304° to intercept SLK R-180 to SLK VOR/DME before proceeding on course.

LAKEWOOD, NJ
LAKEWOOD (N12)
AMDT 1 99196 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, **24,** 400-2 or std. with a min. climb of 330' per NM to 600.

LE ROY, NY
LE ROY (5G0)
ORIG 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** std. w/ min. climb of 302' per NM to 1400 or 1200-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 28,** for climb in visual conditions: Cross Le Roy airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** train on railroad tracks and trees beginning 37' from DER, 145' left of centerline, up to 100' AGL/859' MSL. Fence 326' from DER, on centerline, 11' AGL/781' MSL. Trees and vehicles beginning 365' from DER, 60' right of centerline, up to 100' AGL/879' MSL. **Rwy 28,** trees, vehicles, fence, AAO and terrain beginning 50' from DER, 96' left of centerline, up to 200' AGL/1109' MSL. Train on railroad tracks, trees, AAO and terrain beginning 36' from DER, 73' right of centerline, up to 200' AGL/1079' MSL.

LINCOLN PARK, NJ
LINCOLN PARK (N07)
ORIG 81078 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 900-2. **Rwy 19**, 300-1.
DEPARTURE PROCEDURE: **Rwy 1**, climb visually over airport to 1000 before proceeding on course. **Rwy 19,** climb runway heading to 1000 before proceeding on course.

LINDEN, NJ
LINDEN (LDJ)
AMDT 2 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LOCKPORT, NY
NORTH BUFFALO SUBURBAN (0G0)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
NOTE**: Rwy 10,** 46' AGL tree 353' from departure end of runway, 75' right of centerline. **Rwy 28,** 60' AGL tree 650' from departure end of runway, 350' right of centerline.

LUMBERTON, NJ
FLYING W (N14)
ORIG 86072 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** 300-1.

MALONE, NY
MALONE-DUFORT (MAL)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1 or std. with a min. climb of 220' per NM to 1100. **Rwy 23**, 500-1 or std. with a min. climb of 240' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 5,14,23,32,** aircraft departing V-282 northbound and V-98 northeastbound climb via heading 050° to 2500 before proceeding on course. All other directions climb to 2000 via heading 300° before proceeding on course.

MANVILLE, NJ
CENTRAL JERSEY RGNL (47N)
AMDT 3 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb heading 069° to 800 before turning left.
NOTE: **Rwy 7,** multiple trees and a building beginning 29' from departure end of runway, 1266' left of centerline, up to 92' AGL/132' MSL. Multiple trees and poles beginning 238' from departure end of runway, 74' right of centerline, up to 94' AGL/154' MSL. **Rwy 25,** multiple trees beginning 183' from departure end of runway, 33' right of centerline, up to 93' AGL/173' MSL. Multiple trees beginning 212' from departure end of runway, 181' left of centerline, up to 83' AGL/163' MSL.

MASSENA, NY
MASSENA INTL-RICHARDS FIELD (MSS)
AMDT 8 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 300-2½ or std. with a min. climb of 240' per NM to 800.
NOTE: **Rwy 5,** antenna on building 291' from DER, 267' right of centerline, 9' AGL/238' MSL. Obstruction light on localizer 347' from DER, on centerline, 7' AGL/241' MSL. Trees beginning 551' from DER, 514' left of centerline, up to 75' AGL/324' MSL. Trees beginning 825' from DER, 516' right of centerline, up to 56' AGL/292' MSL. **Rwy 9,** bushes and trees beginning 371' from DER, 142' left of centerline, up to 64' AGL/303' MSL. Trees beginning 784' from DER, 51' right of centerline, up to 73' AGL/312' MSL. **Rwy 23,** trees, buildings, and poles beginning 1002' from DER, 249' left of centerline, up to 76' AGL/257' MSL. Trees beginning 2233' from DER, 878' right of centerline, up to 60' AGL/277' MSL. Light on tower 2.1 NM from DER, 2453' right of centerline, 388' AGL/596' MSL. **Rwy 27,** trees beginning 341' from DER, 341' left of centerline, up to 81' AGL/292' MSL. Trees beginning 499' from DER, 289' right of centerline, up to 100' AGL/329' MSL.

MC GUIRE AFB (KWRI)
WRIGHTSTOWN, NJ . . . . . ORIG, 09043
TAKE-OFF OBSTACLES: **Rwy 6,** Trees 1395' from DER, 853' right of centerline, 178' MSL. Trees 1863' from DER, 426' right of centerline, 155' MSL. Trees 1935' from DER, 885' right of centerline, 186' MSL. Trees 2405' from DER, 448' right of centerline, 168' MSL. Trees 2663' from DER, 1186' left of centerline, 169' MSL. Trees 2800' to 3400' from DER, 50' to 850' right of centerline, 179' MSL. Trees 3287' from DER, 341' left of centerline, 189' MSL. Trees 3400' to 3900' from DER, 700' to 1200' right of centerline, 188' MSL. **Rwy 24,** Trees 1980' from DER, 980' left of centerline, 199' MSL.

MIDDLETOWN, NY
RANDALL (06N)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 260' per NM to 2400.
DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 2400 before proceeding on course.

MILLBROOK, NY
SKY ACRES (44N)
AMDT 1 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 900-1 or std. with a min. climb of 390' per NM to 1700. **Rwy 35,** 300-1 or std. with a min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1700, then climbing right turn to intercept IGN R-147, to IGN VOR/DME. Cross IGN VOR/DME at or above 3000. **Rwy 35**, climb runway heading to 1300, then climbing left turn to intercept IGN R-009 to IGN VOR/DME. Cross IGN VOR/DME at or above 3000.

MILLVILLE, NJ
MILLVILLE MUNI (MIV)
AMDT 2 06159 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 14' from departure end of runway, 498' right of centerline, up to 49' AGL/134' MSL. **Rwy 14,** multiple trees beginning 20' from departure end of runway, 167' left and139' right of centerline, up to 72' AGL/154' MSL. **Rwy 28,** multiple trees beginning 28' from departure end of runway, 144' left and 167' right of centerline, up to 80' AGL/154' MSL. **Rwy 32,** multiple trees beginning 34' from departure end of runway, 341' left and 273' right of centerline, up to 71' AGL/152' MSL.

MONTAUK, NY
MONTAUK (MTP)
AMDT 2 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** climbing right turn to 3000 direct GON VOR/DME before proceeding on course.
NOTES: **Rwy 6,** 37' dune 200' from departure end of runway. **Rwy 24,** 35' power line 40' from departure end of runway.

MONTGOMERY, NY
ORANGE COUNTY(MGJ)
AMDT 2 00279 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 500-2 or std. with a min. climb of 440' per NM to 900. **Rwy 8,** 300-1 or std. with a min. climb of 230' per NM to 600. **Rwy 21,** 500-1 or std. with a min. climb of 210' per NM to 800. **Rwy 26,** 400-1 or std. with a min. climb of 270' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 2100 before proceeding on course. **Rwys 8,21,26,** climb runway heading to 1000 before proceeding on course.

MONTICELLO, NY
SULLIVAN COUNTY INTL (MSV)
DEPARTURE PROCEDURE: **Rwy 33,** climb straight ahead to 2500 before departing on course.

MORRISTOWN, NJ

MORRISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 23**, 400-2 or std. with a min. climb of 365' per NM to 700. **Rwy 31**, 500-2 or std. with a min. climb of 390' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 13**, **23, 31,** use MORRISTOWN DEPARTURE.

NOTE: **Rwy 5,** cross departure end of runway at or above 25' AGL/209' MSL. **Rwy 13,** 73' AGL tree, 1100' from departure end of runway, 600' right of centerline. Cross departure end of runway at or above 35' AGL/217' MSL. **Rwy 23,** 60' AGL tree, 500' from departure end of runway, 400' right of centerline. Cross departure end of runway at or above 35' AGL/218' MSL. **Rwy 31,** 50' AGL trees, 1500' from departure end of runway, 700' right of centerline. Cross departure end of runway at or above 35' AGL/222' MSL.

MOUNT HOLLY, NJ

SOUTH JERSEY RGNL (VAY)

ORIG 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-2½ or std. w/ min. climb of 205' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 8,** trees beginning 15' from DER, 32' right of centerline, up to 100' AGL/179' MSL. Trees beginning 631' from DER, 339' left of centerline, up to 100' AGL/159' MSL. **Rwy 26,** building 522' from DER, 604' right of centerline, 30' AGL/89' MSL. Building 540' from DER, 546' left of centerline, 30' AGL/89' MSL. Vehicle on road 650' from DER, on centerline, 17' AGL/67' MSL. Trees beginning 1599' from DER, 5' right of centerline, up to 100' AGL/179' MSL. Trees beginning 418' from DER, 408' left of centerline, up to 100' AGL/179' MSL. Tower 1.9 NM from DER, 1712' right of centerline, 179' AGL/348' MSL.

NEW YORK, NY

JOHN F. KENNEDY INTL (JFK)

AMDT 7 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13R**, 300-1½ or std. with a min. climb of 250' per NM to 300. **Rwy 31L**, standard with a min. climb of 210' per NM to 2000.

NOTE: **Rwy 4L,** taxiing aircraft 691' from departure end of runway, 390' left of centerline, 64' AGL/77' MSL. Tree 1824' from departure end of runway, 180' right of centerline, 63' AGL/79' MSL. Tree 1847' from departure end of runway, 88' left of centerline, 54' AGL/67' MSL. Multiple obstruction lights on fence beginning 249' from departure end of runway, 316' left of centerline, 10' AGL/22' MSL. **Rwy 4R,** multiple trees beginning 1294' from departure end of runway, 687' left of centerline, up to 63' AGL/76' MSL. Tree 524' from departure end of runway, 613' right of centerline, 20' AGL/33' MSL. **Rwy 13L,** electrical equipment 106' from departure end of runway, 416' left of centerline, 10' AGL/17' MSL. Obstruction light on glideslope antenna 1046' from departure end of runway, 141' left of centerline, 27' AGL/40' MSL. **Rwy 13R,** obstruction light on tank 1.12 NM from departure end of runway, 2116' right of centerline, 215' AGL/227' MSL. Obstructiion light on fence 98' from departure end of runway, 6' right of centerline, 10' AGL/24' MSL. Tower 4690' from departure end of runway, 1386' right of centerline, 127' AGL/140' MSL. **Rwy 31L,** tree 2076' from departure end of runway, 436' left of centerline, 79' AGL/91' MSL. Bush 257' from departure end of runway, 530' left of centerline, 13' AGL/25' MSL. **Rwy 31R,** tree 752' from departure end of runway, 654' left of centerline, 39' AGL/52' MSL. Tree 561' from departure end of runway, 646' right of centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from departure end of runway, 336' left of centerline, up to 44' AGL/ 67' MSL. Vehicle on road 281' from departure end of runway, 501' left of centerline, 15' AGL/ 26' MSL. Multiple obstruction lights on poles and fence beginning 365' from departure end of runway, 15' left of centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from departure end of runway, 359' right of centerline, 28' AGL/31' MSL. Approach light 190' from departure end of runway, 8' right of centerline, 5' AGL/18' MSL. Fence 410' from departure end of runway, 352' right of centerline, 10' AGL/23' MSL.

NEW YORK, NY (CON'T)

LA GUARDIA (LGA)
AMDT 8 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2½ or std. with a min. climb of 230' per NM to 600. **Rwy 13,** 400-2¼ or std. with a min. climb of 280' per NM to 500. **Rwy 22,** 300-2¼ or std. w/ min. climb of 210' per NM to 400. **Rwy 31,** 300-1½ or std. with a min. climb of 260' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to to 800 before proceeding westbound. **Rwy 13,** climb heading 134° to 700 before proceeding westbound. **Rwy 22,** climb heading 224° to 2100 before proceeding westbound. **Rwy 31,** climb heading 314° to 1400 before proceeding westbound.

NOTE: **Rwy 4,** bridge 2.1 NM from departure end of runway, 3754' right of centerline, 345' AGL/384' MSL. Bush and terrain beginning 99' from departure end of runway, 114' left of centerline, up to 16' AGL/33' MSL. **Rwy 13,** multiple buildings beginning 1.9 NM from departure end of runway, 741' right of centerline, up to 280' AGL/345' MSL. Multiple buildings, stacks, bush, and fence lights beginning 98' from departure end of runway, 168' left of centerline, up to 211' AGL/271' MSL. Localizer 392' from departure end of runway, on centerline, 10' AGL/19' MSL. **Rwy 22,** multiple trees, buildings, and blast fence beginning 109' from departure end of runway, 138' right of centerline, up to 222' AGL/302' MSL. Multiple trees and buildings beginning 165' from departure end of runway, 150' left of centerline, up to 72' AGL/102' MSL. **Rwy 31,** stack 1.3 NM from departure end of runway, left of centerline, 250' AGL/268' MSL.

NEWARK, NJ

NEWARK LIBERTY INTL (EWR)
AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L,** std. w/ min. climb of 383' per NM to 2500. **Rwy 4R,** std. w/ min. climb of 375' per NM to 2500. **Rwy 11,** std. w/ min. climb of 361' per NM to 2500. **Rwy 22L,** std. w/ min. climb of 337' per NM to 2500. **Rwy 22R,** std. w/ min. climb of 331' per NM to 2500. **Rwy 29,** 400-2 or std. w/ min. climb of 444' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4R,** climb heading 039° to 500 before turning right. **Rwy 22L,** climb heading 219° to 500 before turning left. **Rwy 29,** climb heading 288° to 800 before turning Eastbound.

NOTE: **Rwy 4L,** tower, light, and multiple trees beginning 211' from DER, 198' left of centerline, up to 70' AGL/89' MSL. DME antenna and pole beginning 881' from DER, 418' right of centerline, up to 121' AGL/131' MSL. **Rwy 4R,** DME antenna, tree, and multiple towers beginning 530' from DER, 477' left of centerline, up to 61' AGL/82' MSL. Tower, sign, tree, multiple buildings and poles beginning 1134' from DER, 153' right of centerline, up to 121' AGL/131' MSL. **Rwy 11,** pole, tree, and multiple signs beginning 6' from DER, 158' right of centerline, up to 31' AGL/50' MSL. Sign, tree, road, fence, building, and multiple poles beginning 82' from DER, 2' left of centerline, up to 49' AGL/68' MSL. **Rwy 22L,** pole 8' from DER, 261' left of centerline, 7' AGL/16' MSL. **Rwy 22R,** light and multiple trees beginning 1829' from DER, 307' right of centerline, up to 55' AGL/69' MSL. Building 1.4 NM from DER, 1872' left of centerline, 200' AGL/227' MSL. **Rwy 29,** multiple poles, trees, signs and buildings beginning 209' from DER, 242' left of centerline, up to 110' AGL/120' MSL. Tree multiple signs and poles beginning 689' from DER, 66' right of centerline, up to 273' AGL/358' MSL. Building 6029' from DER, 1624' right of centerline, 273' AGL/357' MSL. Building 1.5 NM from DER, 2071' right of centerline, 202' AGL/328' MSL.

NEWBURGH, NY
STEWART INTL (SWF)
AMDT 5 08325 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 255' per NM to 2000 or 1500-2½ for climb in visual conditions. **Rwy 27**, 300-1 or std. w/ min.of 366' per NM to 800. **Rwy 34,** 300-1¼ or std. w/ min. climb of 503' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2100 before turning south.**Rwy 16,** climb heading 163° to 2000 before proceeding on course or for climb in visual conditions cross Stewart Intl airport at or above 1800 before proceeding on course.**Rwy 27**, climb heading 272° to 1200 before turning south.
NOTE:. **Rwy 9,** trees beginning 730' from departure end of runway, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from departure end of runway, 193' left of centerline, up to 43' AGL/483' MSL. **Rwy 16,** trees 785' from departure end of runway, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from departure end of runway, 563' right of centerline, up to 112' AGL/492' MSL. **Rwy 27,** trees beginning 685' from departure end of runway, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from departure end of runway, 528' left of centerline, 19' AGL/529' MSL. Middle marker 701' from departure end of runway, on runway centerline, 5' AGL/515' MSL. **Rwy 34,** trees beginning 608' from departure end of runway, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and trees beginning 77' from departure end of runway, 71' right of centerline, up to 92' AGL/612' MSL.

NIAGARA FALLS, NY
NIAGARA FALLS INTL (IAG)
TAKE-OFF MINIMUMS: **Rwys 10L,10R,24,** 300-1 or std. with a min. climb of 300' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 6,** climb heading 060° to 1200 before proceeding on course. **Rwys 10L,10R,24** climb runway heading to 1700 before proceeding on course. **Rwys 28L, 28R,** climb heading 280° to 1200 before proceeding on course.
NOTE: **Rwy 6,** tree 1737' from departure end of runway, 308' left of centerline, 60' AGL/647' MSL. **Rwy 28L,** trees beginning 1668' from departure end of runway, 244' right of centerline, up to 74' AGL/654' MSL. Trees beginning 1337' from departure end of runway, 62' left of centerline, up to 63' AGL/646' MSL. Bush 625' from departure end of runway, 172' right of centerline, 26' AGL/611' MSL. **Rwy 28R,** trees beginning 866' from departure end of runway, 105' right of centerline, up to 100' AGL/690' MSL. Trees beginning 837' from departure end of runway, 321' left of centerline, up to 87' AGL/667' MSL.

NORWICH, NY
LT. WARREN EATON (OIC)
AMDT 2 96284 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1**, **19,** 700-2 or std. with a min. climb of 400' per NM to 1900.
DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 2500 before proceeding on course.

OGDENSBURG, NY
OGDENSBURG INTL (OGS)
AMDT 1 09351 (FAA)
NOTE: **Rwy 9,** bushes beginning 72' from DER, 321' right of centerline, up to 18' AGL/317' MSL. Trees beginning 780' from DER, 254' right of centerline, up to 72' AGL/376' MSL. Trees beginning 1177' from DER, 59' left of centerline, up to 59' AGL/383' MSL. **Rwy 27,** sign 6' from DER, 394' left of centerline, 4' AGL/288' MSL. Terrain 55' from DER, 313' right of centerline, 288' MSL. Obstruction light pole 376' from DER, 370' left of centerline, 22' AGL/311' MSL. Hanger 504' from DER, 545' left of centerline, 28' AGL/317' MSL. Antenna on hanger 510' from DER, 489' left of centerline, 37' AGL/326' MSL. Obstruction light on airport beacon 584' from DER, 474' left of centerline, 40' AGL/329' MSL. Trees beginning 896' from DER, 251' left of centerline, up to 52' AGL/353' MSL. Trees beginning 997' from DER, 252' right of centerline, up to 52' AGL/371' MSL.

OLD BRIDGE, NJ
OLD BRIDGE (3N6)
AMDT 1 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-2½ or std. w/ min. climb of 223' per NM to 400.
NOTE: **Rwy 6,** trees beginning 49' from DER, 4' left and right of centerline, up to 100' AGL/199' MSL. **Rwy 24,** trees beginning 47' from DER, 46' left and right of centerline, up to 100' AGL/299' MSL.

OLEAN, NY
CATTARAUGUS COUNTY-OLEAN (OLE)
AMDT 2 97198 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 340' per NM until passing 2500. **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM until passing 2500.

ONEONTA, NY
ONEONTA MUNI (N66)
TAKE-OFF MINIMUMS: **Rwys 6,24**, 300-1.

PEDRICKTOWN, NJ
SPITFIRE AERODROME (7N7)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** NA-obstacles.

PENN YAN, NY
PENN YAN (PEO)
AMDT 3 98253 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 500-2 or std. with a min climb of 230' per NM to 1700. **Rwy 19,** 600-2 or std. with a min. climb of 230' per NM to 1700. **Rwy 28**, 600-2, or std. with a min climb of 320' per NM to 1700.
NOTE: **Rwy 10**, 40' AGL trees at departure end of runway, 96' right of centerline.

PITTSTOWN, NJ

ALEXANDRIA (N85)
AMDT 1 92175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8**, 400-1 or std. with 400' per NM to 900. **Rwy 13**, 300-1 or std. with 460' per NM to 700. **Rwy 31,** 600-1 or std. with 340' per NM to 1200.

SKY MANOR (N40)
AMDT 1 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7**, 300-1.

PLATTSBURGH, NY

PLATTSBURGH INTL (PBG)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 2500 before turning on course. **Rwy 35,** climb heading 352° to 2800 before turning on course.
NOTE: **Rwy 17,** tree 1844' from departure end of runway, 966' right of centerline, 87' AGL/237' MSL. Tree 2289' from departure end of runway, 937' left of centerline, 75' AGL/222' MSL. **Rwy 35,** numerous trees beginning 1602' from departure end of runway, 501' left of centerline, up to 63' AGL/293' MSL. Tree, 2270' from departure end of runway, 944' left of centerline, 104' AGL/334' MSL. Tree 2035' from departure end of runway, 1014' right of centerline, 107' AGL/307' MSL.

POTSDAM, NY

POTSDAM MUNI/DAMON FLD (PTD)
ORIG 09295 (FAA)
NOTE: **Rwy 6,** trees beginning 229' from DER, 122' right of centerline, up to 100' AGL/569' MSL. Trees beginning 926' from DER, 322' left of centerline, up to 100' AGL/579' MSL. **Rwy 24,** trees beginning 776' from DER, 370' right of centerline, up to 100' AGL/559' MSL. Building 549' from DER, 395' left of centerline, 40' AGL/509' MSL. Tree 846' from DER, 471' left of centerline, 100' AGL/559' MSL.

POUGHKEEPSIE, NY

DUTCHESS COUNTY (POU)
AMDT 1 81050 (FAA)
TAKE-OFF MINIMUMS: **Rwy 6**, 500-1. **Rwys 15,33**, 400-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb direct IGN VOR/DME, then via IGN R-070 to 2000 before proceeding on course. **Rwy 15**, climb to 600 then climbing left turn to 1000 direct IGN VOR/DME before proceeding on course. **Rwy 24**, climb to 2000 via IGN R-250 before proceeding on course. **Rwy 33**, climb to 600 then climbing right turn to 1000 direct IGN VOR/DME before proceeding on course.

PRINCETON (ROCKY HILL), NJ

PRINCETON (39N)
AMDT 2 06327 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. with a min. climb of 340' per NM to 600.
NOTE: **Rwy 10,** multiple terrain beginning 61' from departure end of runway, 7' left of centerline, 0' AGL/168' MSL. Tank 1462' from departure end of runway, 699' left of centerline, 130' AGL/270' MSL. Tower 1.5 NM from departure end of runway, 1013' left of centerline, 175' AGL/460' MSL. Road 400' from departure end of runway, on centerline, 17' AGL/184' MSL. **Rwy 28,** tree 565' from departure end of runway, 634' left of centerline, up to 100' AGL/219' MSL. Terrain 154' from departure end of runway, 253' left of centerline, 0' AGL/128' MSL. Terrain 390' from departure end of runway, 554' left of centerline, 0' AGL/132' MSL.

READINGTON, NJ

SOLBERG-HUNTERDON (N51)
AMDT 1 09211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** std. w/ min. climb of 405' per NM to 1400 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 31,** for climb in visual conditions; cross Solberg-Hunterdon airport at or above 1300 before proceeding on course.
NOTE: **Rwy 4,** tree 907' from DER, 712' left of centerline, 100' AGL/279' MSL. Trees beginning 431' from DER, 82' right of centerline, up to 100' AGL/279' MSL. **Rwy 13,** tree 47' from DER, 453' left of centerline, 100' AGL/279' MSL. Tree 88' from DER, 178' right of centerline, 100' AGL/279' MSL. **Rwy 22,** tree 185' from DER, 350' left of centerline, 100' AGL/299' MSL. Trees beginning 103' from DER, 95' right of centerline, up to 100' AGL/299' MSL. **Rwy 31,** trees beginning 372' from DER, 40' left of centerline, up to 100' AGL/378' MSL. Tree 257' from DER, 441' right of centerline, 100' AGL/299' MSL.

RED HOOK, NY

SKY PARK (46N)
ORIG 94146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwy 19,** 400-2 or std. with a min. climb of 240' per NM to 800.
DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 3000 before proceeding on course.

ROBBINSVILLE, NJ

TRENTON-ROBBINSVILLE (N87)
AMDT 1 92009 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 280' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 800 before turning right.

ROCHESTER, NY
GREATER ROCHESTER INTL (ROC)
AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. w/ min. climb of 206' per NM to 900. **Rwy 10,** std. w/ min. climb of 230' per NM to 900 or 1000-2½ for climb in visual conditions. **Rwy 22,** 400-2¾ or std. w/ min. climb of 241' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 042° to 1200 before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Greater Rochester Intl airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 4,** tower 1806' from departure end of runway, 816' right of centerline, 60' AGL/611' MSL. Tree 2081' from departure end of runway, 531' left of centerline, 53' AGL/612' MSL. **Rwy 7,** multiple trees beginning 2732' from departure end of runway, 426' left of centerline, 78' AGL/622' MSL. Flag pole on dome 1.4 NM from departure end of runway, 1139' right of centerline, 213' AGL/757' MSL. **Rwy 10,** flag pole on dome 1.2 NM from departure end of runway, 1546' left of centerline, 213' AGL/757' MSL. Multiple trees 741' from departure end of runway, 355' left of centerline, 83' AGL/617' MSL. Fence 313' from departure end of runway, 407' left of centerline, 18' AGL/552' MSL. **Rwy 22,** obstruction light on tower 2.2 NM from departure end of runway, 3550' right of centerline, 412' AGL/935' MSL. Tree 3,026' from departure end of runway, 935' left of centerline, 102' AGL/621' MSL. Tree 1997' from departure end of runway, 832' right of centerline, 68' AGL/587' MSL. **Rwy 25,** tower and multiple poles beginning 1523' from departure end of runway, 330' left of centerline, 85' AGL/617' MSL. **Rwy 28,** railroad 627' from departure end of runway, 539' right of centerline, 23' AGL/574' MSL. Multiple trees beginning 1188' from departure end of runway, 112' right of centerline, 88' AGL/632' MSL. Multiple trees and towers beginning 1540' from departure end of runway, 148' left of centerline, 87' AGL/626' MSL.

ROME, NY
GRIFFISS INTL (RME)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 147° to 1000 before turning left. **Rwy 33,** climb heading 327° to 1400 before turning right.

NOTE: **Rwy 15,** trees beginning 2306' from DER, 405' left of centerline, up to 92' AGL/590' MSL.

SARANAC LAKE, NY
ADIRONDACK RGNL (SLK)
AMDT 6 84061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 800-1 or std. with a min. climb of 230' per NM to 2500. **Rwy 9**, 600-2. **Rwy 23**, 600-1 or std. with a min. climb of 240' per NM to 2300.

DEPARTURE PROCEDURE: **Rwys 5,9**, climb to 2500 via SLK R-080, then climbing left turn direct SLK VOR so as to cross SLK VOR at 3000 or above before proceeding on course. **Rwy 23**, climbing right turn to 4000 via heading 250° before proceeding on course. **Rwy 27**, climb runway heading to 2300 before proceeding on course.

SARATOGA SPRINGS, NY
SARATOGA COUNTY (5B2)
AMDT 3A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2¾ or std. w/ min climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 025° to 1300 before proceeding on course. **Rwy 14,** climb heading 143° to 1000 before proceeding on course. **Rwy 23,** climb heading 233° to 1000 before proceeding on course. **Rwy 32,** climbing left turn to 2200 heading 230° before proceeding on course.

NOTE: **Rwy 5,** trees beginning 799' from DER, 50' left of centerline up to 84' AGL/503' MSL. Trees beginning 849' from DER, 33' right of centerline, up to 87' AGL/507' MSL. **Rwy 14,** trees beginning 427' from DER, 161' right of centerline up to 100' AGL/529' MSL. Trees beginning 516' from DER, 550' left of centerline up to 100' AGL/529' MSL. **Rwy 23,** trees beginning 196' from DER, 13' right of centerline up to 110' AGL/544' MSL. Trees begining 843' from DER, 34' left of centerline up to 96' AGL/530' MSL. **Rwy 32,** trees beginning 8497' from DER, 579' right of centerline up to 100' AGL/809' MSL.

SCHENECTADY, NY
SCHENECTADY COUNTY (SCH)
AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 600. **Rwy 28**, 1200-2 or std. with a min. climb of 240' per NM to 2000.

NOTE: **Rwy 4,** 459' trees 80' from departure end of runway, 470' left of centerline.

SENECA FALLS, NY
FINGER LAKES RGNL (0G7)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-2 or std. w/ min. climb of 275' per NM to 1000.

NOTE: **Rwy 1,** trees, vehicle on road and tower beginning 401' from DER, 407' right of centerline, up to 306' AGL/756' MSL. Trees and pole beginning 571' from DER, 332' left of centerline, up to 73' AGL/528' MSL. **Rwy 19,** trees and building beginning 238' from DER, 294' right of centerline, up to 68' AGL/557' MSL.Building, trees, poles, bushes and vehicle on road beginning 189' from DER, 270' left of centerline, up to 57' AGL/556' MSL.

SHIRLEY, NY
BROOKHAVEN (HWV)
ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33,** NA-Noise abatement.

NOTE: **Rwy 15,** trees beginning 173' from departure end of runway, 376' right of centerline, up to 60' AGL/124' MSL. Trees beginning 40' from departure end of runway, 281' left of centerline, up to 60' AGL/124' MSL. **Rwy 24,** trees beginning 199' from departure end of runway, 497' left of centerline, up to 60' AGL/148' MSL. Trees beginning 604' from departure end of runway, 597' right of centerline, up to 60' AGL/133' MSL.

SIDNEY, NY

SIDNEY MUNI (N23)
AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, std. with a min. climb of 328' per NM to 2500 or 1600-3 for climb in visual conditions. **Rwy 25,** 700-1.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 071° to 2500 before proceeding on course, for climb in visual conditions: Cross Sidney Muni airport at or above 2500 MSL before proceeding on course. **Rwy 25,** climb heading 251° to 2000 before proceeding on course.

NOTE: **Rwy 7,** trees and vehicle on road beginning 379' from DER, 22' left of centerline, up to 200' AGL/2039' MSL. Trees and terrain beginning 1844' from DER, 17' right of centerline, up to 100' AGL/1779' MSL. **Rwy 25,** trees beginning 867' from DER, 45' left of centerline, up to 100' AGL/1679' MSL. Trees and vehicle on road beginning 57' from DER, 82' right of centerline, up to 100' AGL/1539' MSL.

SKANEATELES, NY

SKANEATELES AERO DROME (6B9)
ORIG 81218 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10,28,** 300-1.

SOMERVILLE, NJ

SOMERSET (SMQ)
AMDT 3 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** NA-Environmental. **Rwy 12,** std. w/ min. climb of 400' per NM to 1000 or 700-3 w/ min. climb of 285' per NM to 1400, or 1100-2½ for climb in visual conditions. **Rwy 30,** std. w/ min. climb of 500' per NM to 600 or 300-2 or min. climb of 205' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 122° to 1000 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course. **Rwy 30,** climb heading 302° to 1300 before proceeding on course or for climb in visual conditions cross Somerset Airport at or above 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/219' MSL. Trees beginning 600' from departure end of runway, left to right of centerline, up to 100' AGL/219' MSL. Trees beginning 3188' from departure end of runway, left to right of centerline, up to 100' AGL/279' MSL. **Rwy 30,** trees beginning at departure end of runway, 85' right of centerline, up to 100' AGL/199' MSL. Trees beginning at departure end of runway, 110' left of centerline, up to 99' AGL/199' MSL. Trees beginning 1451' from departure end of runway, left to right of centerline, up to 100' AGL/199' MSL. Trees beginning 2748' from departure end of runway, 1147' left of centerline, up to 100' AGL/259' MSL.

SOUTH BETHLEHEM, NY

SOUTH ALBANY (4B0)
ORIG 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1¾ or std. w/ min. climb of 290' per NM to 600. **Rwy 19,** std. w/ min. climb of 415' per NM to 2000 or 1700-1½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 2000 before proceeding on course. **Rwy 19,** climb via heading 188° to 2000 or for climb in visual conditions; cross South Albany airport at or above 1700 before proceeding on course. Do not exceed 180 knots until crossing South Albany airport on course.

NOTE: **Rwy 1,** vehicles on road beginning 315' from DER, left to right of centerline, up to 15' AGL/234' MSL. Vehicles on road 17' from DER, 467' left of centerline, 15' AGL/224' MSL. Trees 523' from DER, 425' right of centerline, up to 100' AGL/299' MSL. Stacks 1.3 NM from DER, 1522' right of centerline, 195' AGL/435' MSL. **Rwy 19,** trains beginning 23' from DER, left and right of centerline, 23' AGL/318' MSL.

STORMVILLE, NY

STORMVILLE (N69)
ORIG 86072 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 1200-1. **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 6**, climbing left turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000. **Rwy 24**, climbing right turn direct IGN VOR/DME, cross IGN VOR/DME at or above 2000.

SUSSEX, NJ

SUSSEX (FWN)
AMDT 2 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 700-1. **Rwy 21**, 500-1.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1200, then climbing right turn to 3000 direct SAX VORTAC, then climb on course. **Rwy 21,** climb runway heading to 1500, then climb on course.

SYRACUSE, NY

SYRACUSE HANCOCK INTL (SYR)
AMDT 7 98001 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 1500 before turning southbound. **Rwy 15**, climb runway heading to 2800 before turning southbound. **Rwy 28,** climb runway heading to 1100 before turning southbound. **Rwy 33,** climb runway heading to 1000 before turning southbound.

TETERBORO, NJ
TETERBORO (TEB)
AMDT 6 09267 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1**, 400-2¼ or std. w/ min. climb of 294' per NM to 500. **Rwy 6,** 300-1½ or std. w/ min. climb of 263' per NM to 400. **Rwy 19,** 600-2¼ or std. w/ min. climb of 352' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 1,6,** climb heading 040° to 900 before proceeding on course. **Rwy 19,** climb heading 195° to 900 then climbing right turn via BWZ VORTAC R-104 to 2000 before proceeding on course. **Rwy 24,** climb heading 240° to 1100 before proceeding on course.
NOTE: **Rwy 1**, vents and trees beginning 195' from DER, 507' left of centerline, up to 73' AGL/82' MSL. Poles and trees beginning 903' from DER, 136' right of centerline, up to 44' AGL/53' MSL. Antenna 5900' from DER, 1519' left of centerline, 155' AGL/224' MSL. Building 1.8 NM from DER, 787' right of centerline, 249' AGL/314' MSL. **Rwy 6,** sign, poles, buildings, and trees beginning 235' from DER, 10' left of centerline, up to 106' AGL/115' MSL.Building, poles, and trees beginning 335' from DER, 101' right of centerline, up to 92' AGL/101' MSL. Stack 1.2 NM from DER, 654' right of centerline, 230' AGL/240' MSL. **Rwy 19,** vent on building and trees beginning 215' from DER, 1' left of centerline, up to 77' AGL/86' MSL. Blast fence, poles, and trees beginning 185' from DER, 117' right of centerline, up to 83' AGL/92' MSL. Tower 1.9 NM from DER, 1621' right of centerline, 500' AGL/510' MSL. **Rwy 24**, sign and trees beginning 3347' from DER, 535' right of centerline, up to 125' AGL/134' MSL.

TICONDEROGA, NY
TICONDEROGA MUNI (4B6)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 800-2 or std. with a min. climb of 330' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 3800 before proceeding on course. **Rwy 20,** climbing left turn to 2400 via heading 165° before proceeding on course.

TOMS RIVER, NJ
ROBERT J. MILLER AIR PARK (MJX)
ORIG 07270 (FAA)
NOTE: **Rwy 6,** trees beginning 116' from departure end of runway, 2' left of centerline, up to 52' AGL/121' MSL. Trees beginning 333' from departure end of runway, 163' right of centerline, up to 60' AGL/169' MSL. **Rwy 24,** tree 1338' from departure end of runway, 730' right of centerline, 31' AGL/120' MSL.

TRENTON, NJ
TRENTON MERCER (TTN)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.
DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 750 before turning east. **Rwy 24**, climb runway heading to 400 before turning.

VINCENTOWN, NJ
RED LION (N73)
AMDT 1 09071 (FAA)
NOTE: **Rwy 5,** trees 1095' from DER, 90' left of centerline, 100' AGL/149' MSL. Trees 1816' from DER, 864' right of centerline, 100' AGL/159' MSL. Trees 2242' from DER, 41' right of centerline, 100' AGL/159' MSL. **Rwy 23,** trees 24' from DER, 373' right of centerline, 100' AGL/150' MSL. Trees 178' from DER, 185' right of centerline, 100' AGL/159' MSL. Trees 85' from DER, 139' right of centerline, 100' AGL/150' MSL.

VINELAND, NJ
KROELINGER (29N)
AMDT 1 94062 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

WATERTOWN, NY
WATERTOWN INTL (ART)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ min. climb of 229' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.
DEPARTURE PROCEDURE: **Rwy 10,** climb heading 090° to 800 before turning right.
NOTE: **Rwy 7,** vehicle on road and trees beginning 538' from departure end of runway, 407' left of centerline, up to 61' AGL/380' MSL. Trees 1366' from departure end of runway, 32' left of centerline, 46' AGL/375' MSL. Trees beginning 785' from departure end of runway, 494' right of centerline, up to 57' AGL/386' MSL. Trees beginning 1787' from departure end of runway, 98' right of centerline, up to 70' AGL/399' MSL. **Rwy 10,** bushes and trees beginning 127' from departure end of runway, 124' right of centerline, up to 46' AGL/388' MSL. Trees 7050' from departure end of runway, 1750' right of centerline, 70' AGL/529' MSL. **Rwy 28,** trees beginning 784' from departure end of runway, 124' left of centerline, up to 61' AGL/360' MSL. Trees beginning 920' from departure end of runway, 220' right of centerline, up to 87' AGL/386' MSL.

WEEDSPORT, NY
WHITFORDS (B16)
ORIG 96284 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 10, 19, 28,** 300-1.

WELLSVILLE, NY
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)
DEPARTURE PROCEDURE: **Rwys 10,28,** climb runway heading to 2500 before proceeding on course.

WEST MILFORD, NJ

GREENWOOD LAKE (4N1)

TAKE-OFF MINIMUMS: **Rwy 24,** 400-2 or std. with a min. climb of 280' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 6, 24**, climb runway heading to 1400 before proceeding on course.

WESTHAMPTON BEACH, NY

FRANCIS S. GABRESKI (FOK)

AMDT 1 85157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 220' per NM to 300.

WHEELER-SACK AAF (KGTB)

FORT DRUM, NY . . . . . AMDT 5, 09239

Rwy 15, Standard with minimum climb of 250 ft/NM to 3100.

Rwy 21, Standard with minimum climb of 250 ft/NM to 3100.

DEPARTURE PROCEDURE: **Rwy 26,** Climb hdg 263° to 1400 before turning left.

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 100' AGL/759' MSL, 2467' from DER, 896' left of centerline. **Rwy 8:** Trees 62' AGL/747' MSL, 441' from DER, 524' right of centerline. Trees 62' AGL/747' MSL, 1887' from DER, 125' right of centerline. Fenceline 11' AGL/696' MSL, 314' from DER, 367' right of centerline. **Rwy 15:** Trees 60' AGL/747' MSL, 1402' from DER, 535' left of centerline. **Rwy 26:** Trees 42' AGL/717' MSL, 1293' from DER, 614' right of centerline. Trees 13' AGL/688' MSL, 186' from DER, 463' right of centerline. **Rwy 33:** Trees 47' AGL/710' MSL, 1224' from DER, 609' right of centerline.

WHITE PLAINS, NY

WESTCHESTER COUNTY (HPN)

AMDT 6 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 200-1½ or std. w/ min. climb of 230' per NM to 700, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11,** trees beginning 170' from departure end of runway, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from departure end of runway, 248' left of centerline, 0' AGL/392' MSL. **Rwy 16,** windsock and trees beginning 309' from departure end of runway, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from departure end of runway, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from departure end of runway, 604' left of centerline, up to 105' AGL/510' MSL. Terrian 273' from departure end of runway, 515' left of centerline, 0' AGL/387' MSL. **Rwy 34,** windsock 167' from departure end of runway, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from departure end of runway, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from departure end of runway, 751' right of centerline, up to 104' AGL/504' MSL. Obstuction light on DME 605' from departure end of runway, 263' right of centerline, 20' AGL/454' MSL. **Rwy 29,** trees beginning 6' from departure end of runway, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from departure end of runway, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM from departure end of runway, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from departure end of runway, 485' right of centerline, 23' AGL/417' MSL.

WILDWOOD, NJ

CAPE MAY COUNTY (WWD)

AMDT 3 06215 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. with a min. climb of 260' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 190° to 700 before turning left.

NOTE: **Rwy 1,** multiple trees beginning 212' from departure end of runway, 187' left of centerline, up to 72' AGL/86' MSL. Multiple trees beginning 169' from departure end of runway, 314' right of centerline, up to 42' AGL/59' MSL. Road 197' from departure end of runway 240' right of centerline, 15' AGL/30' MSL. Road 265' from departure end of runway, on runway centerline, 15' AGL/29' MSL. **Rwy 10,** multiple trees beginning 42' from departure end of runway, 262' left of centerline, up to 60' AGL/77' MSL. Multiple trees beginning 1004' from departure end of runway, 441' left of centerline, up to 77' AGL/94' MSL. Tower 1.52 NM from departure end of runway, 643' left of centerline, 309' AGL/84' MSL. **Rwy 19,** multiple trees beginning 669' from departure end of runway, 397' left of centerline, up to 73' AGL/90' MSL. Multiple trees beginning 1010' from departure end of runway, 46' right of centerline, up to 62' AGL/90' MSL. Fence 80' from departure end of runway, 507' right of centerline, 18' AGL/30' MSL. **Rwy 28,** multiple trees beginning 74' from departure end of runway, 460' left of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 1235' from departure end of runway, 496' right of centerline, up to 74' AGL/88' MSL.

WILLIAMSON/SODUS, NY

WILLIAMSON-SODUS (SDC)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 427' per NM to 700.

NOTE: **Rwy 10,** trees beginning 26' from departure end of runway, 296' right of centerline, up to 76' AGL/625' MSL. Trees beginning 257' from departure end of runway, 310' left of centerline, up to 56' AGL/655' MSL. Vehicles on roadway, 339' from departure end of runway, 377' right of centerline, 15' AGL/451' MSL. Pole 360' from departure end of runway, 122' left of centerline, 29' AGL/448' MSL. Pole 362' from departure end of runway, 85' right of centerline, 31' AGL/450' MSL. Silo 409' from departure end of runway, 466' left of centerline, 40' AGL/459' MSL. Antenna 1.5 NM from departure end of runway, 662' left of centerline, 100' AGL/659' MSL. Antenna 1.6 NM from departure end of runway, 400' left of centerline, 106' AGL/715' MSL. **Rwy 28,** trees beginning abeam departure end of runway, 188' left of centerline, up to 110' AGL/549' MSL. Trees beginning 72' from departure end of runway, 266' right of centerline, up to 93' AGL/522' MSL. Building 204' from departure end of runway, 271' right of centerline, 12' AGL/441' MSL. Fence 312' from departure end of runway, 59' left of centerline, 6' AGL/435' MSL. Pole 338' from departure end of runway, 271' left of centerline, 32' AGL/461' MSL. Vehicles on roadway 357' from departure end of runway, 382' left of centerline, 15' AGL/460' MSL. Building 497' from departure end of runway, 339' left of centerline, 21' AGL/450' MSL.

WOODBINE, NJ

WOODBINE MUNI (OBI)

AMDT 2 09239 (FAA)

NOTE: **Rwy 1,** trees beginning 182' from DER, 284' left of centerline up to 100' AGL/134' MSL. Trees beginning 38' from DER, 290' right of centerline up to 100' AGL/144' MSL. Train 387' from DER, 596' left of centerline up to 23 ' AGL/57' MSL. **Rwy 13,** trees beginning 4' from DER, 277' left of centerline up to 100' AGL/134' MSL. Trees beginning 2395' from DER, 865' right of centerline up to 100' AGl/134' MSL. **Rwy 19,** trees beginning 4' from DER, 284' left of centerline up to 100' AGL/129' MSL. Trees beginning 178' from DER, 212' right of centerline up to 100' AGL/124' MSL. **Rwy 31,** trees beginning 261' from DER, 529' right of centerline up to 100' AGL/144' MSL. Trees beginning 107' from DER, 288' left of centerline up to 100' AGL/144' MSL. Railroad 900' from DER left to right 23' AGL/63' MSL.

WURTSBORO, NY

WURTSBORO-SULLIVAN COUNTY (N82)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,9,14,18,27,32,36,** NA-obstacles. **Rwy 23,** std. with a min. climb of 388' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 23,** climb via heading 228° to 2100 before proceeding on course.

NOTE: **Rwy 23,** numerous trees 6594' from departure end of runway, 2150' right of centerline, 100' AGL/793' MSL to 100' AGL/957' MSL.

APP CRS	Rwy Idg	3268
071°	TDZE	838
	Apt Elev	840

RNAV (GPS) RWY 7
AKRON (9G3)

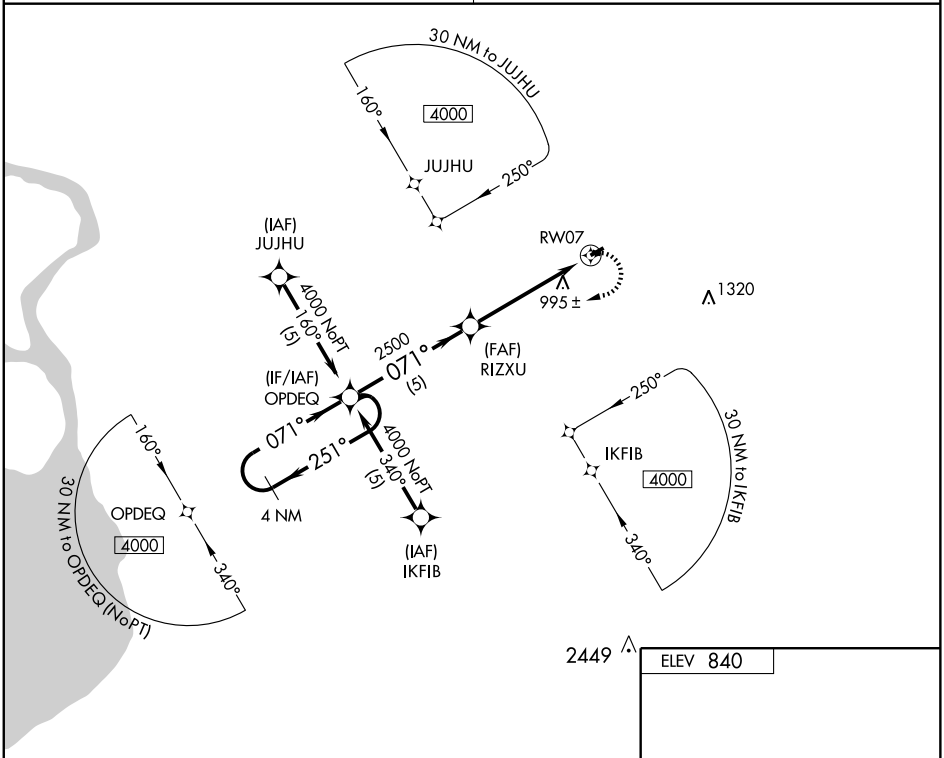
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

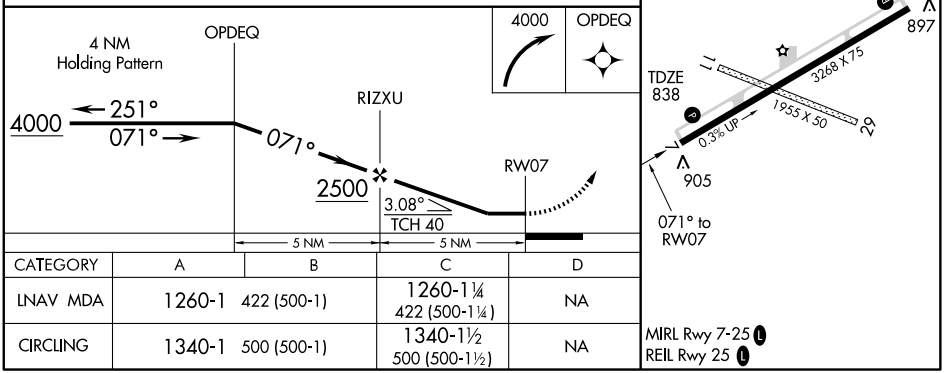
NA

MISSED APPROACH: Climbing right turn to 4000 direct OPDEQ WP and hold.

BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1	422 (500-1)	1260-1¼ 422 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 25

AKRON (9G3)

APP CRS	Rwy Idg	3268
251°	TDZE	840
	Apt Elev	840

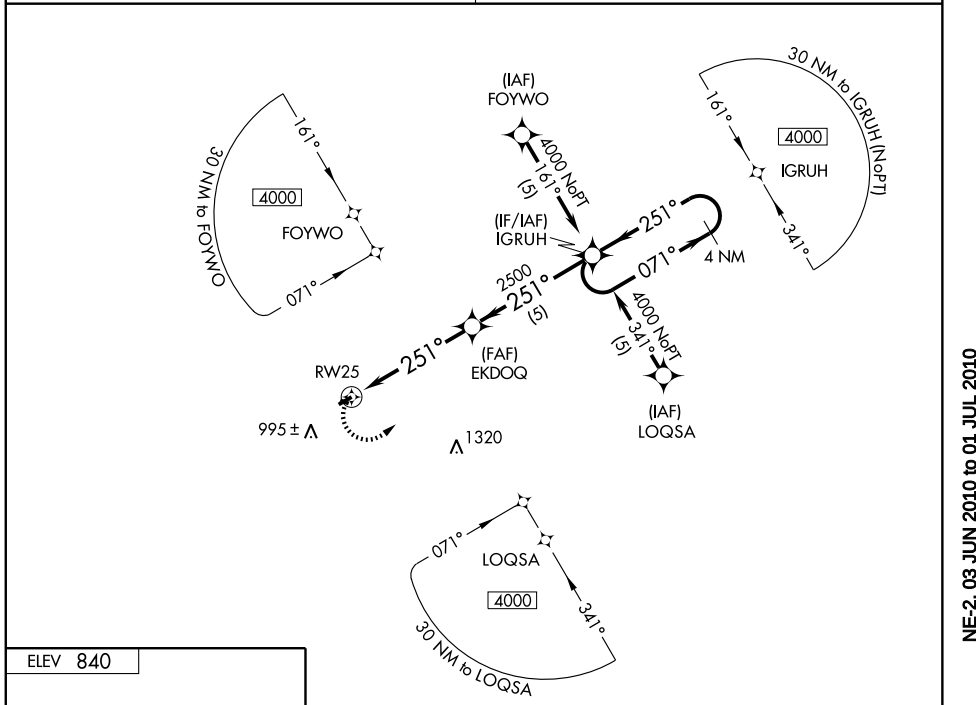
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Buffalo altimeter setting.

NA

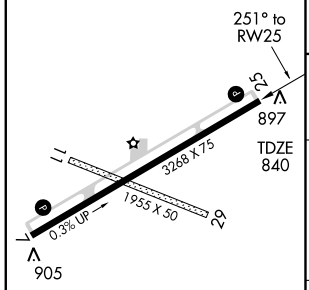
MISSED APPROACH: Climbing left turn to 4000 direct IGRUH WP and hold.

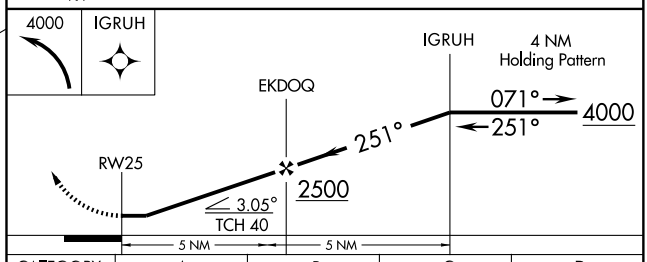
BUFFALO APP CON
126.15 263.125

UNICOM
122.725 (CTAF) L



ELEV 840





CATEGORY	A	B	C	D
LNAV MDA	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	NA
CIRCLING	1340-1	500 (500-1)	1340-1½ 500 (500-1½)	NA

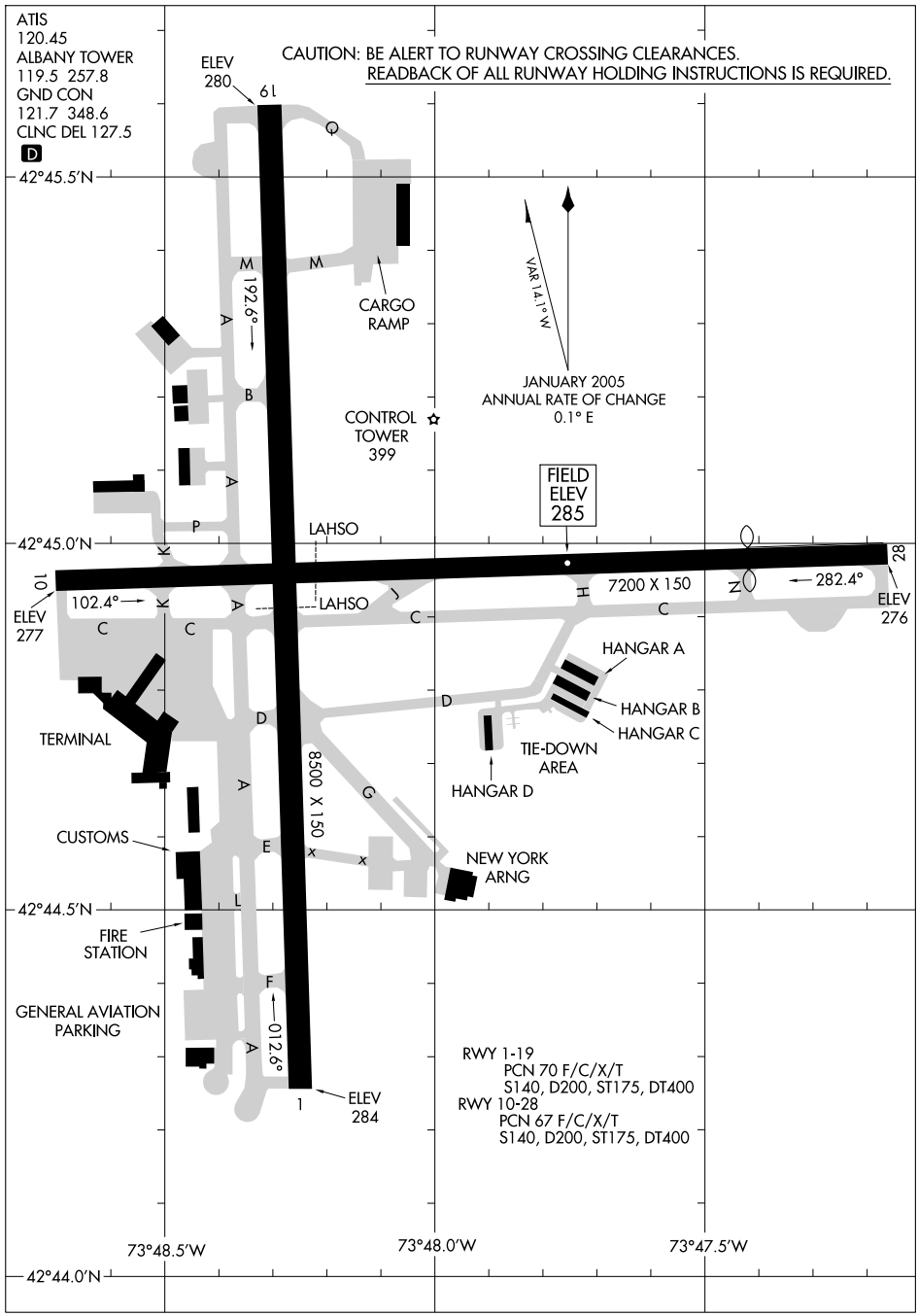
MIRL Rwy 7-25 L
REIL Rwy 25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK

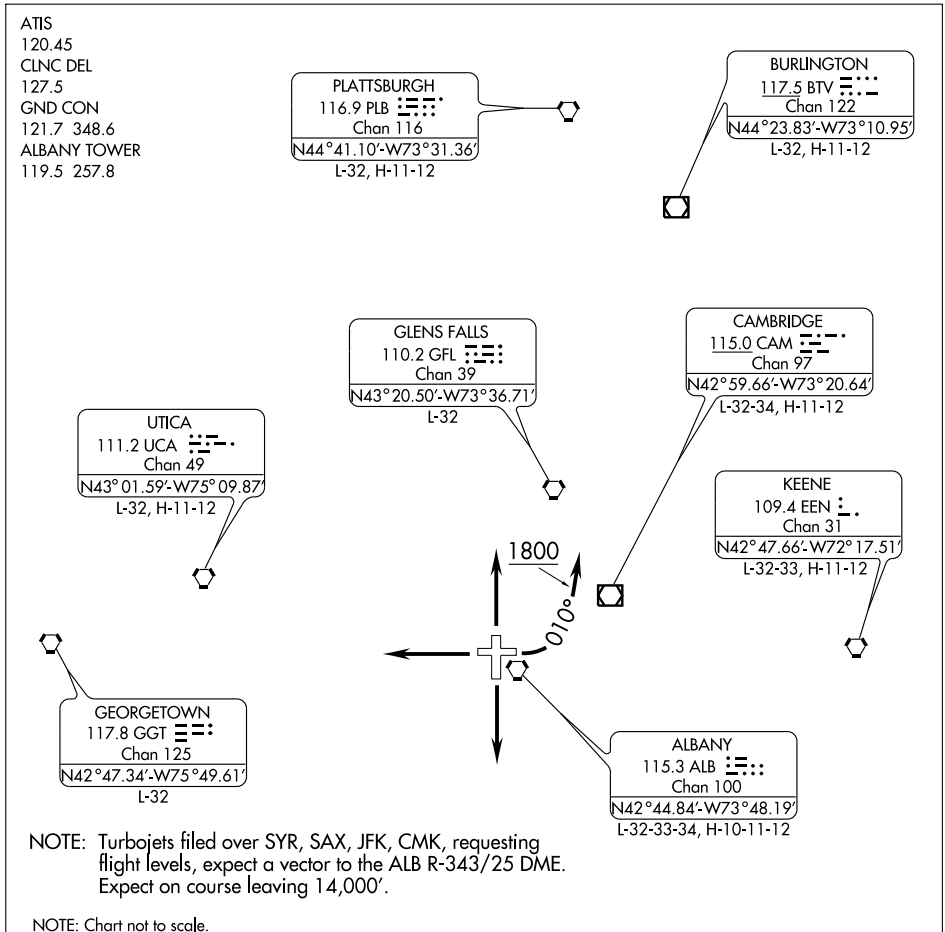


NE-2, 03 JUN 2010 to 01 JUL 2010

ALBANY THREE DEPARTURE

SL-10 (FAA)

ALBANY INTL (ALB)
ALBANY, NEW YORK



NOTE: Turbojets filed over SYR, SAX, JFK, CMK, requesting flight levels, expect a vector to the ALB R-343/25 DME. Expect on course leaving 14,000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Expect vectors to filed route or depicted fix. Expect clearance to requested altitude/flight level 10 minutes after departure.
TAKE-OFF RUNWAY 10: Left climbing turn to 1800' on heading 010° before proceeding on course or when directed by ATC climb to 1800' on heading 115° before proceeding on course.
ALL OTHER RUNWAYS: Climb runway heading.

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

COPTER ILS or LOC/DME RWY 1

ALBANY INTL (ALB)

NA

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via ALB VORTAC R-097 to WARUV Int/ALB 10 DME and hold, continue climb-in-hold to 5000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

ALTERNATE MISSED APCH FIX
R-340
160°
340°
CAMBRIDGE CAM
115.0
Chan 97

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

723 476 455 640 526 693 463 R-097 1688 097° 277° R-231 115.0 CAM Chan 97 WARUV INT ALB 10 1660 2500 to DOTCA 192° (5) 411 855 (IAF) DOTCA ALB 5 2280 DELMY I-DEJ 8.2 467 2123 1935 (IF) MUJIK I-DEJ 12.5 (4.3) 011° 2500 ALB R-175 R-221 115.0 CAM Chan 97 10 NM 146° 326° (IAF) CIRRU INT ALB 16 (IYIYO) 191° 2600 NoPT to MUJIK 282° (4.5) and 011° (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

DME REQUIRED

ELEV 285 D

6L 357± 359± 8500 X 150 TWR 399 398± 302± 7200 X 150 28 10 362 HIRL Rwy 1-19 MIRL Rwy 10-28 REIL Rwys 10 and 28 TDZE 285 380 384± 011° 6.7 NM from FAF

800 5000 WARUV ALB R-097 115.3 I-DEJ 2.9 I-DEJ 1.6 DOTCA ALB 5 Remain within 10 NM DELMY I-DEJ 8.2 191° 2500 011° 2500 Use I-DEJ DME when on the localizer course. GS 3.00° TCH 55 1.3 5.3 NM

FAF to MAP 6.7 NM					
Knots	45	60	75	90	105
Min:Sec	8:56	6:42	5:22	4:28	3:50

CATEGORY	COPTER
H-ILS 1	485/12 200 (200-½)
H-LOC 1	760/12 475 (500-½)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS		
101°	Rwy Idg	6780
	TDZE	280
	Apt Elev	285

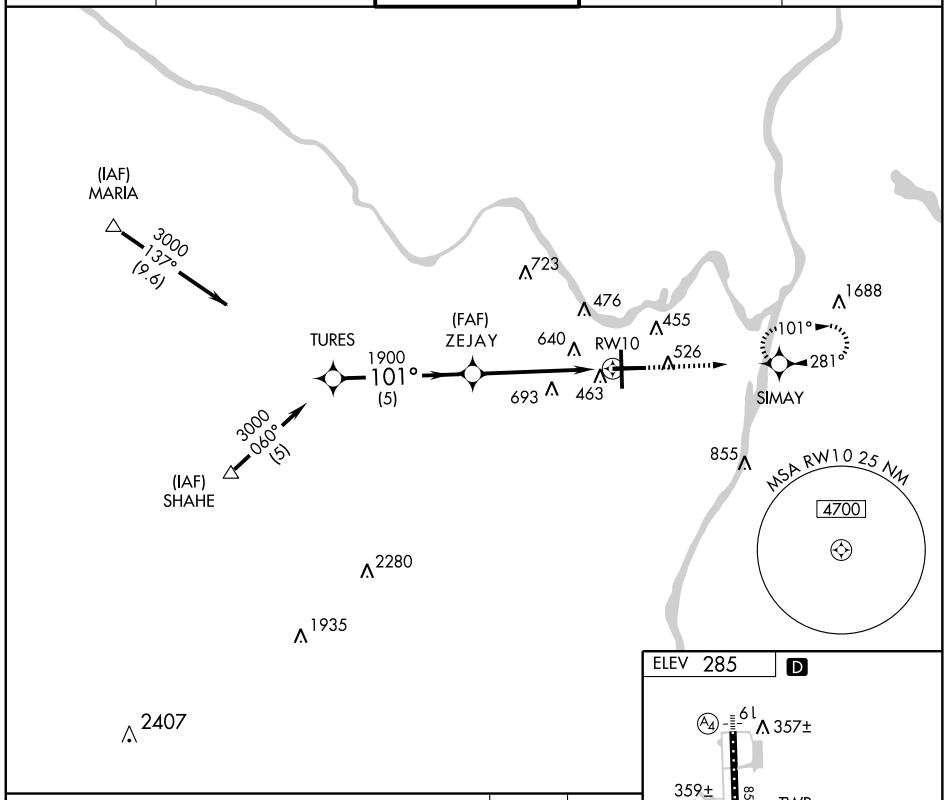
GPS RWY 10
ALBANY INTL (ALB)

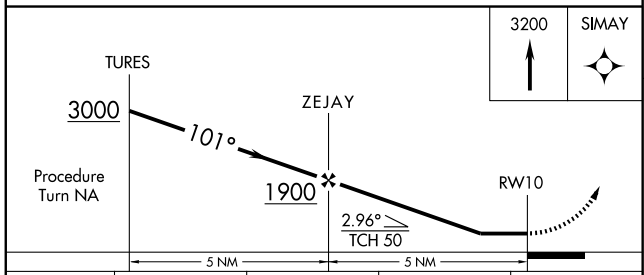
NA

Circling NA West of Rwy 1-19.

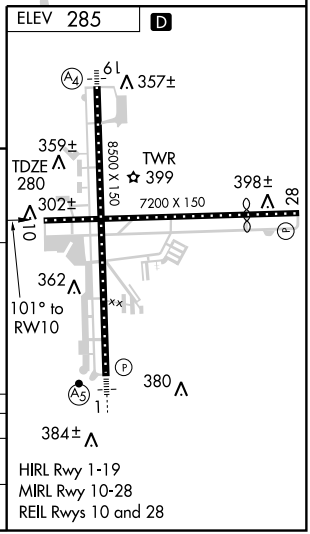
MISSED APPROACH: Climb to 3200 direct SIMAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
S-10	920-1 640 (700-1)		920-1¾ 640 (700-1¾)	920-2 640 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5998
281°	TDZE	285
	Apt Elev	285

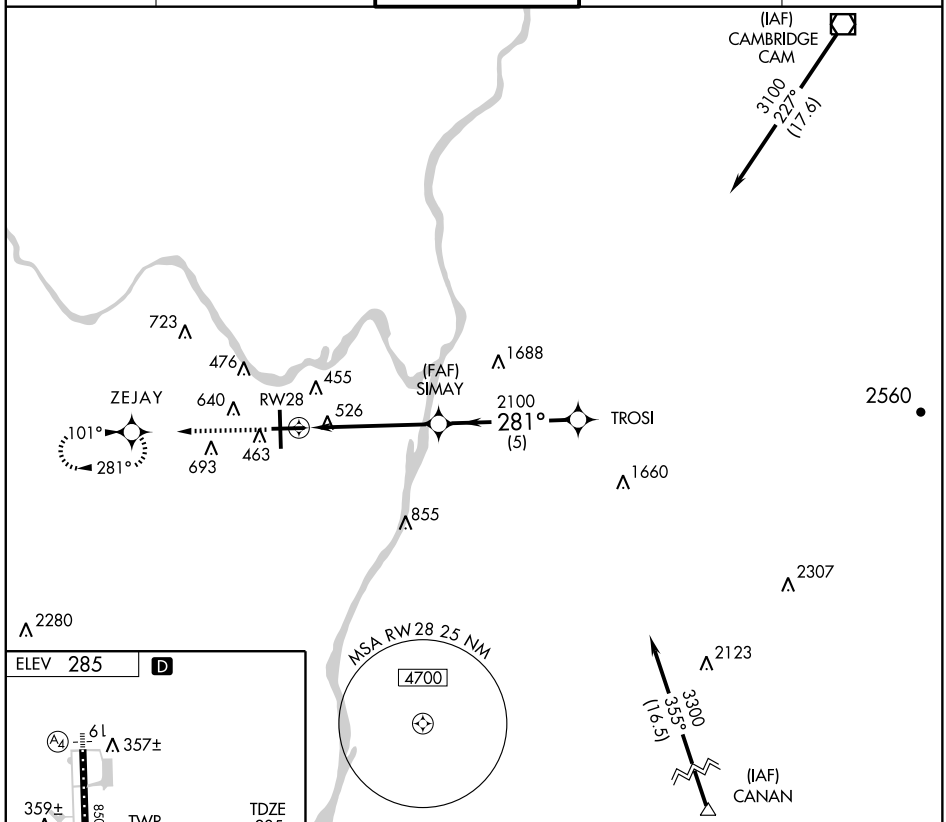
GPS RWY 28
ALBANY INTL (ALB)

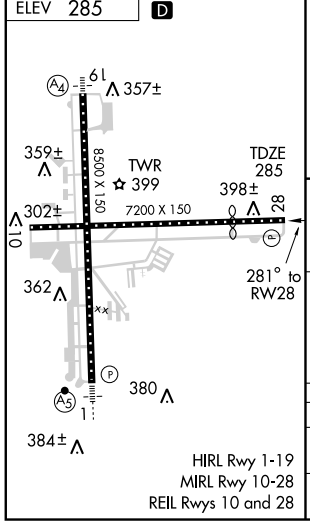
NA

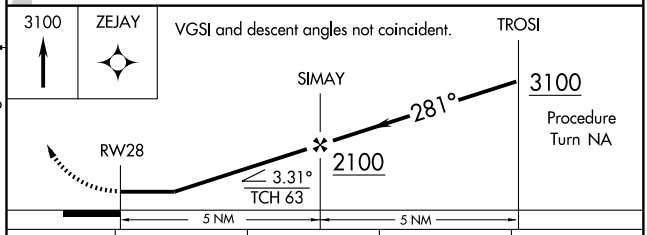
Circling NA West of Rwy 1-19

MISSED APPROACH: Climb to 3100 direct ZEJAY WP and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DEJ	APP CRS	Rwy Idg	8500
109.5	011°	TDZE	285
Chan 32		Apt Elev	285

ILS or LOC RWY 1

ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPRAOCH: Climb to 800 then climbing right turn to 5000 via CAM VOR/DME R-251 to CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED

LOCALIZER 109.5
I-DEJ
Chan 32

ALBANY
115.3 ALB
Chan 100

115.0 CAM
Chan 97

R-251

MISSED APCH FIX

CAMBRIDGE
CAM
115.0
Chan 97

R-340
160°
340°
R-251

476 455 640 526 463 380 693 411± 1688 1660 855 2280 2123 1935

FLEIG
I-DEJ 6.4
RADAR

011° (6.1) 1900

R-175

R-221

(IF/IAF)
MUJIK
I-DEJ 12.5
RADAR

1 min
191°
011°

10 NM

(IYIYO)

(IAF)
CIRRU
ALB 16

191°

3000 NoPT to MUJIK
282° (4.5)
and LOC (3.8)

MSA ALB 25 NM
3600
270°
4700
360°

ELEV 285 D

61
357±
359±
TWR
399
398±
302±
8500 X 150
7200 X 150
28
10
362
HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28
TDZE
285
380
384±
011° 4.8 NM from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 | 5000 CAM R-251 | CAM 115.0

FLEIG
I-DEJ 6.4
RADAR

MUJIK
I-DEJ 12.5
RADAR

One Minute Holding Pattern

I-DEJ 2.8
I-DEJ 1.6
1900
011°
191°
011°
3000
GS 3.00°
TCH 55
Use I-DEJ DME when on the localizer course.

1.2 3.6 NM 6.1 NM

CATEGORY	A	B	C	D
S-ILS 1	*485/24 200 (200-½)			
S-LOC 1	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ALB	APP CRS	Rwy Idg	8500
109.5	191°	TDZE	280
Chan 32		Apt Elev	285

ILS or LOC RWY 19

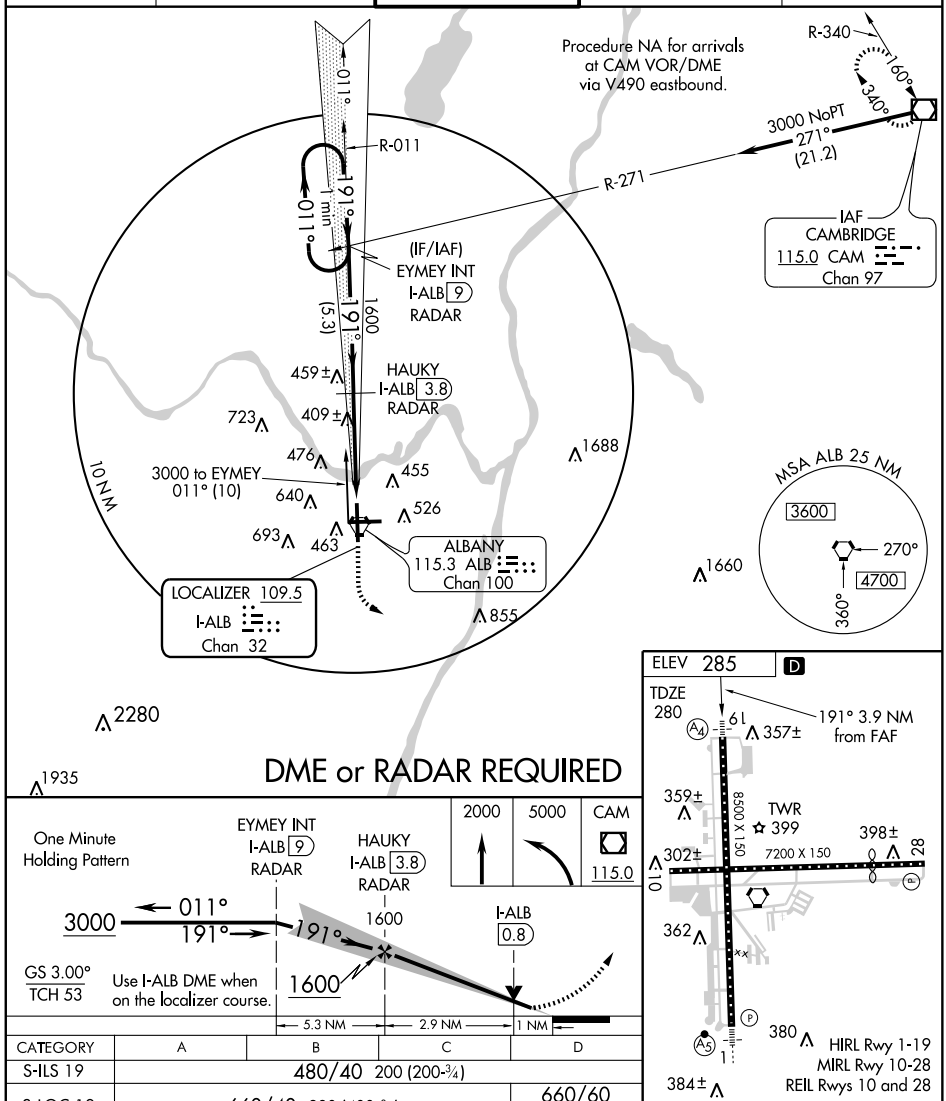
ALBANY INTL (ALB)

Circling NA West of Rwy 1-19.

MALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct CAM VOR/DME and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50



CATEGORY	A	B	C	D
S-ILS 19	480/40 200 (200-¾)			
S-LOC 19	660/40 380 (400-¾)			660/60 380 (400-1¼)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8500
CH 97402	011°	TDZE	285
W01A		Apt Elev	285

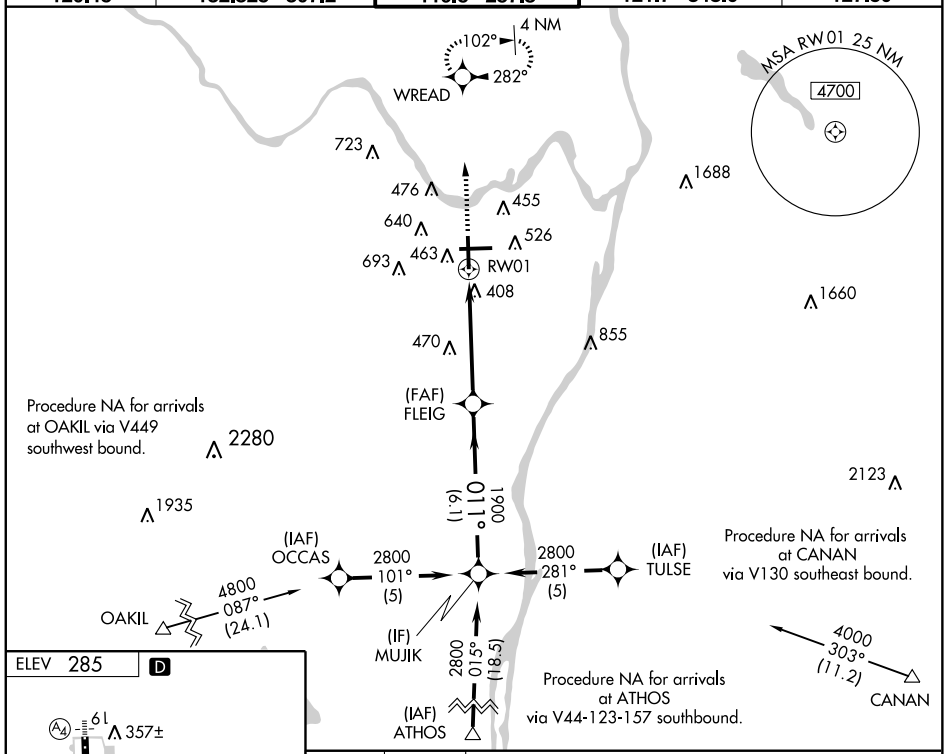
RNAV (GPS) RWY 1
ALBANY INTL (ALB)

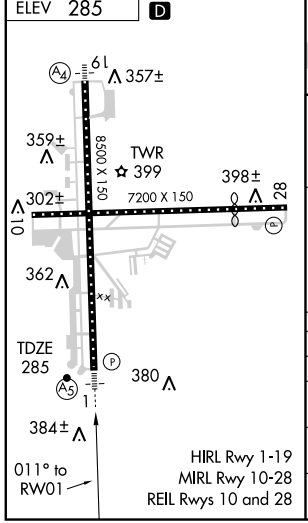
Circling NA west of Rwy 1-19. For inoperative MALSR, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA.

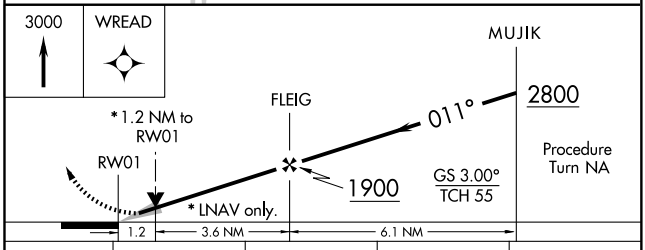
MALSR

MISSED APPROACH: Climb to 3000 direct WREAD and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50







CATEGORY	A	B	C	D
LPV DA	535/24 250 (300-½)			
LNAV/VNAV DA	818/60 533 (600-1¼)			
LNAV MDA	720/24 435 (500-½)		720/40 435 (500-¾)	720/50 435 (500-1)
CIRCLING	840-1¾ 555 (600-1¾)			840-2 555 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8500
CH 56302	191°	TDZE	280
W19A		Apt Elev	285

RNAV (GPS) RWY 19

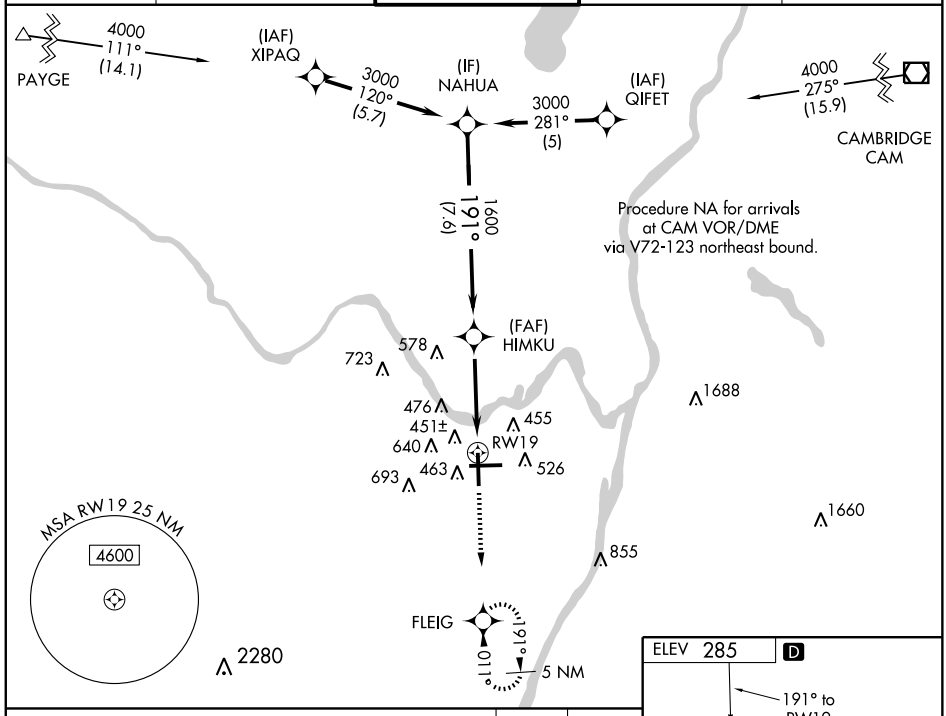
ALBANY INTL (ALB)

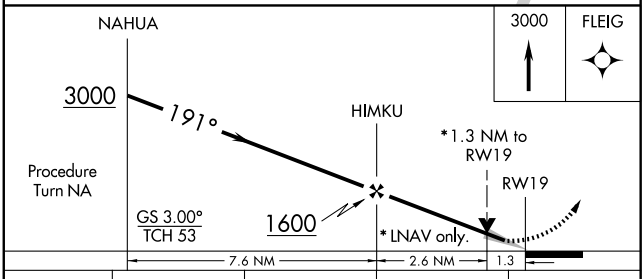
Circling NA west of Rwy 1-19. Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS

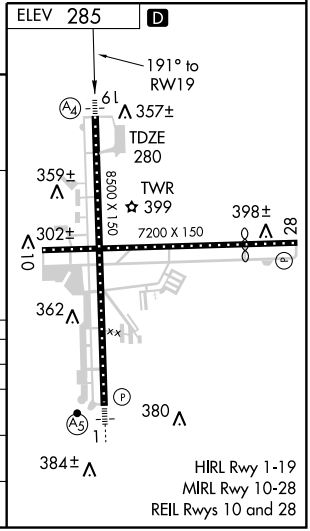
MISSED APPROACH: Climb to 3000 direct FLEIG and hold, continue climb-in-hold to 3000.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50





CATEGORY	A	B	C	D
LPV DA	530/40 250 (300-¾)			
LNAV/VNAV DA	777-1¾ 497 (500-1¾)			
LNAV MDA	760/40 480 (500-¾)		760/60 480 (500-1¼)	760-1½ 480 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)



NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC ALB	APP CRS	Rwy Idg	5998
115.3	275°	TDZE	285
Chan 100		Apt Elev	285

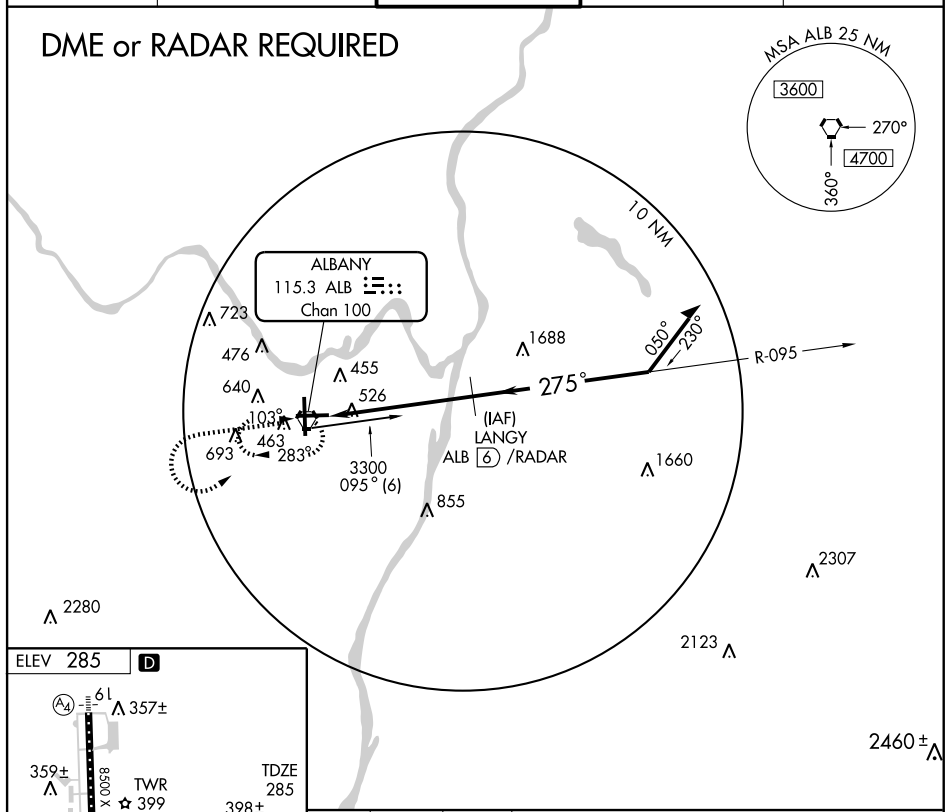
VOR RWY 28
ALBANY INTL (ALB)

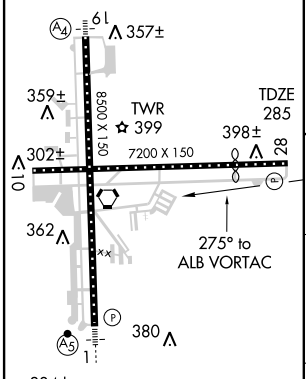
Circling NA West of Rwy 1-19.

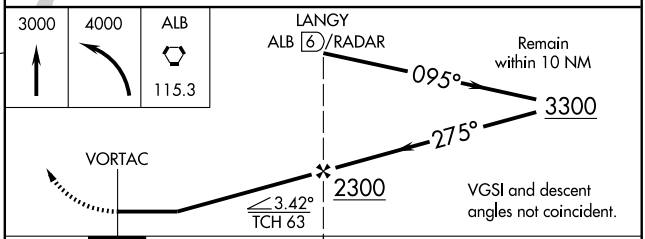
MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct ALB VORTAC and hold.

ATIS	ALBANY APP CON	ALBANY TOWER	GND CON	CLNC DEL
120.45	132.825 307.2	119.5 257.8	121.7 348.6	127.50

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-28	780-1 495 (500-1)		780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	840-1 555 (600-1)		840-1½ 555 (600-1½)	840-2 555 (600-2)

HIRL Rwy 1-19
MIRL Rwy 10-28
REIL Rwys 10 and 28

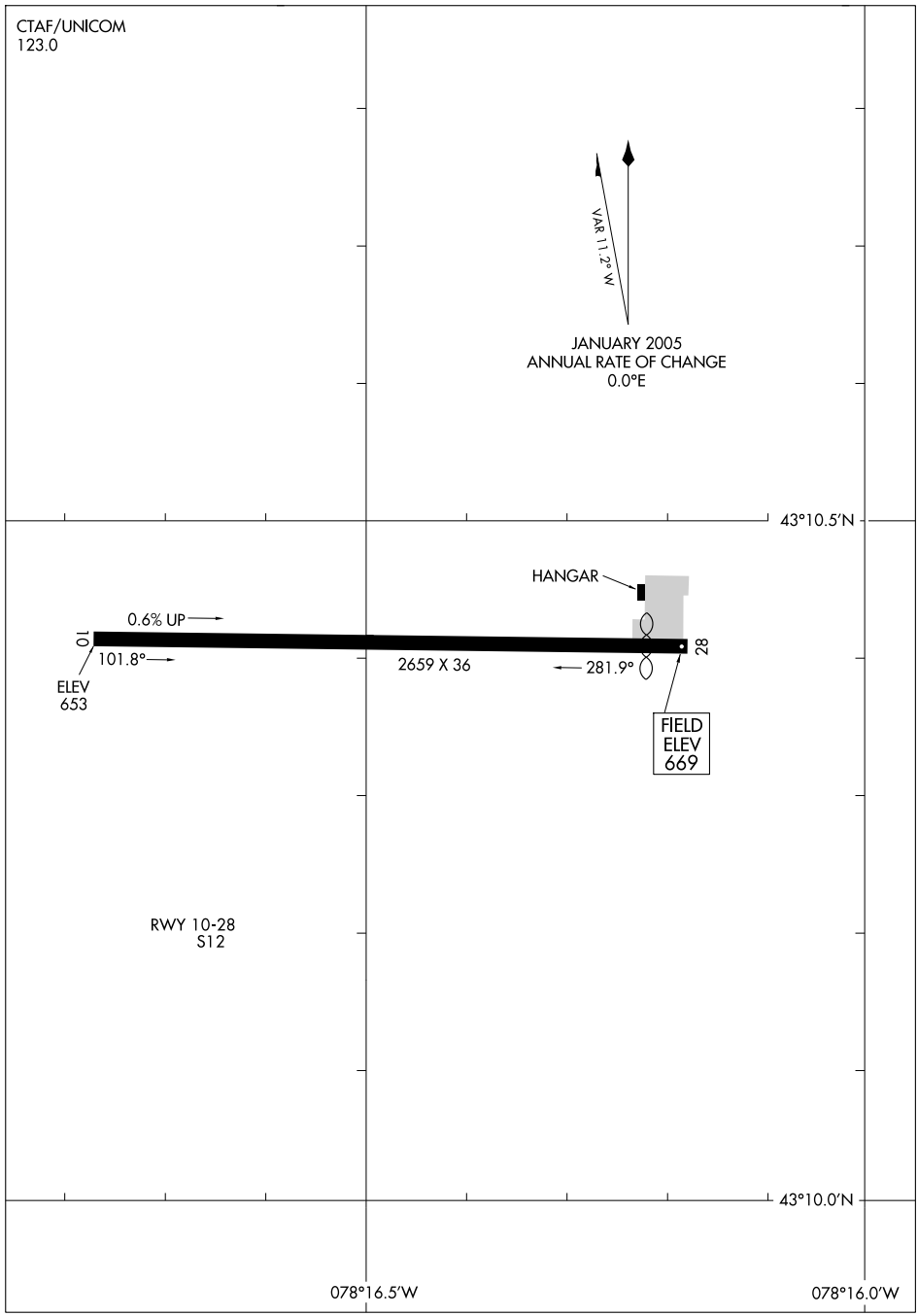
NE-2, 03 JUN 2010 to 01 JUL 2010

09071

AIRPORT DIAGRAM

AL-6495 (FAA)

ALBION/PINE HILL (9G6)
ALBION, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
059°	TDZE	N/A
	Apt Elev	669

RNAV (GPS) -B

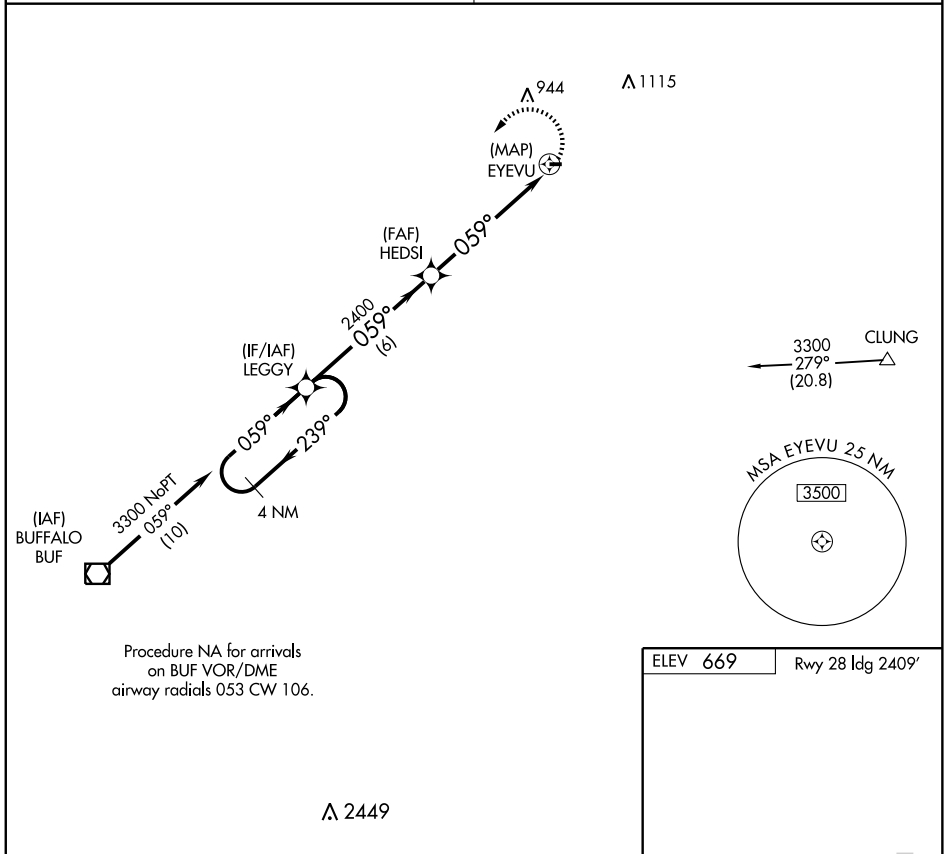
ALBION/ PINE HILL (9G6)

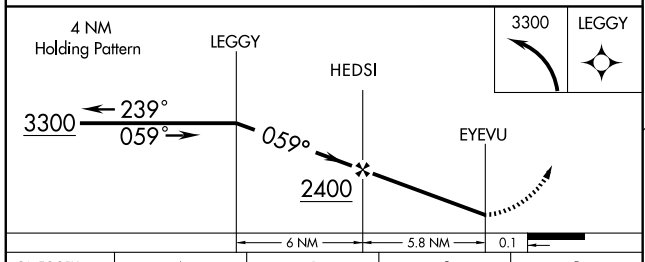
NA

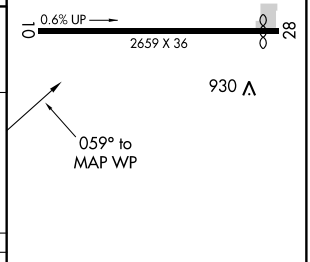
DME/DME RNP-0.3 NA. Use Buffalo Niagara Intl altimeter setting, if not received use Niagara Falls Intl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 3300 direct LEGGY and hold.

BUFFALO APP CON	UNICOM
126.15 263.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1360-1 691 (700-1)		NA	

LIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-GVQ	APP CRS	Rwy Idg	5500
108.9	282°	TDZE	911
		Apt Elev	913

ILS or LOC RWY 28

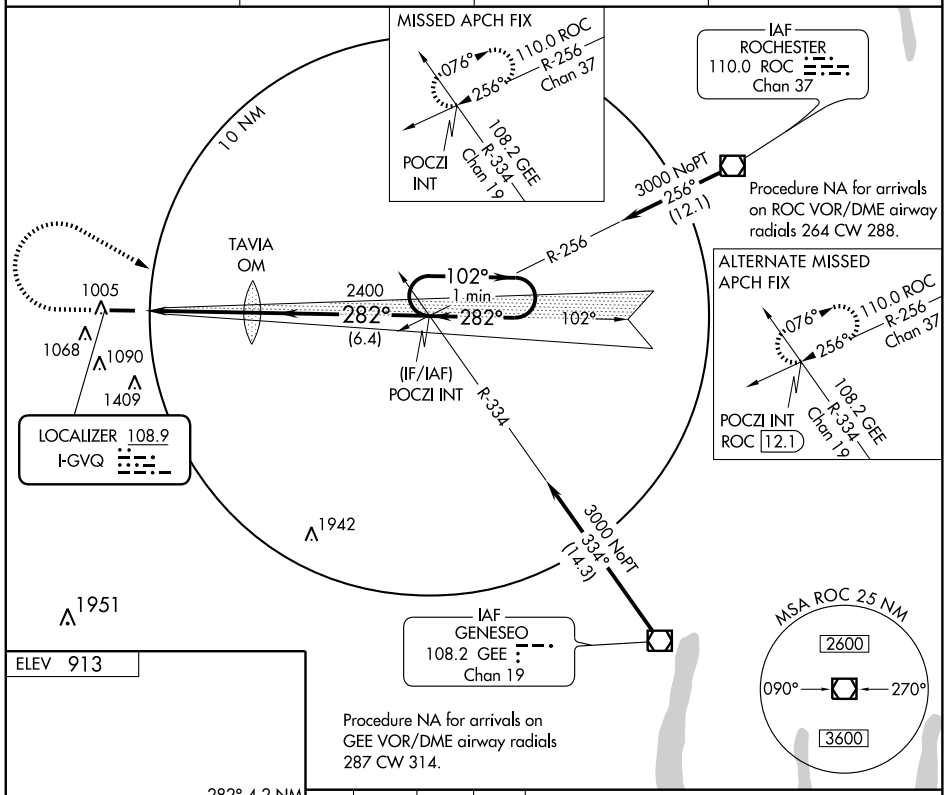
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase S-LOC 28 Cats C/D and Circling Cat D visibility ¼ mile.

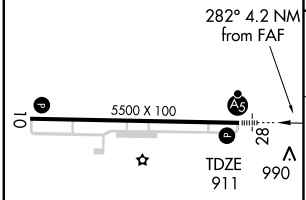
MALSR

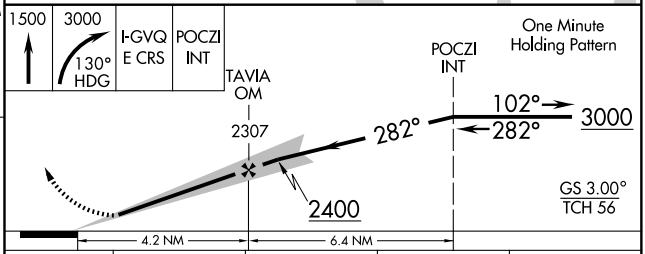
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 130° and I-GVQ east course to POCZI INT and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



ELEV 913





REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 28	1111-½ 200 (200-½)			
S-LOC 28	1260-½ 349 (400-½)			1260-¾ 349 (400-¾)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86311 W28A	APP CRS 282°	Rwy Idg 5500 TDZE 911 Apt Elev 913

RNAV (GPS) RWY 28

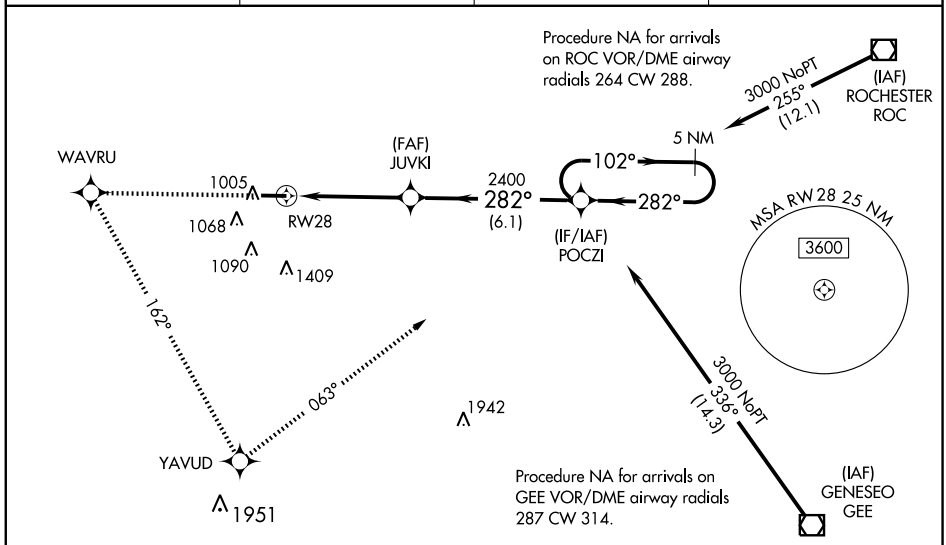
BATAVIA/GENESEE COUNTY (GVQ)

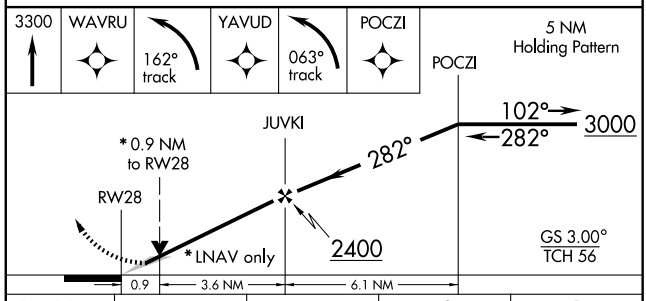
T NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 102 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rochester altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR, when using Rochester altimeter setting increase LPV visibility all Cats to 1¼ mile.

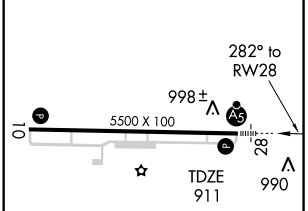
MALSR (A5)

MISSED APPROACH: Climb to 3300 direct WAVRU and left turn via 162° track to YAVUD and left turn via 063° track to POCZI and hold.

AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1161-½ 250 (300-½)			
LNAV/VNAV DA	1364-1 453 (500-1)			
LNAV MDA	1260-½ 349 (400-½)			1260-1 349 (400-1)
CIRCLING	1380-1 467 (500-1)		1380-1½ 467 (500-1½)	1480-2 567 (600-2)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	311°	TDZE	N/A
Chan 19		Apt Elev	913

VOR/DME-A

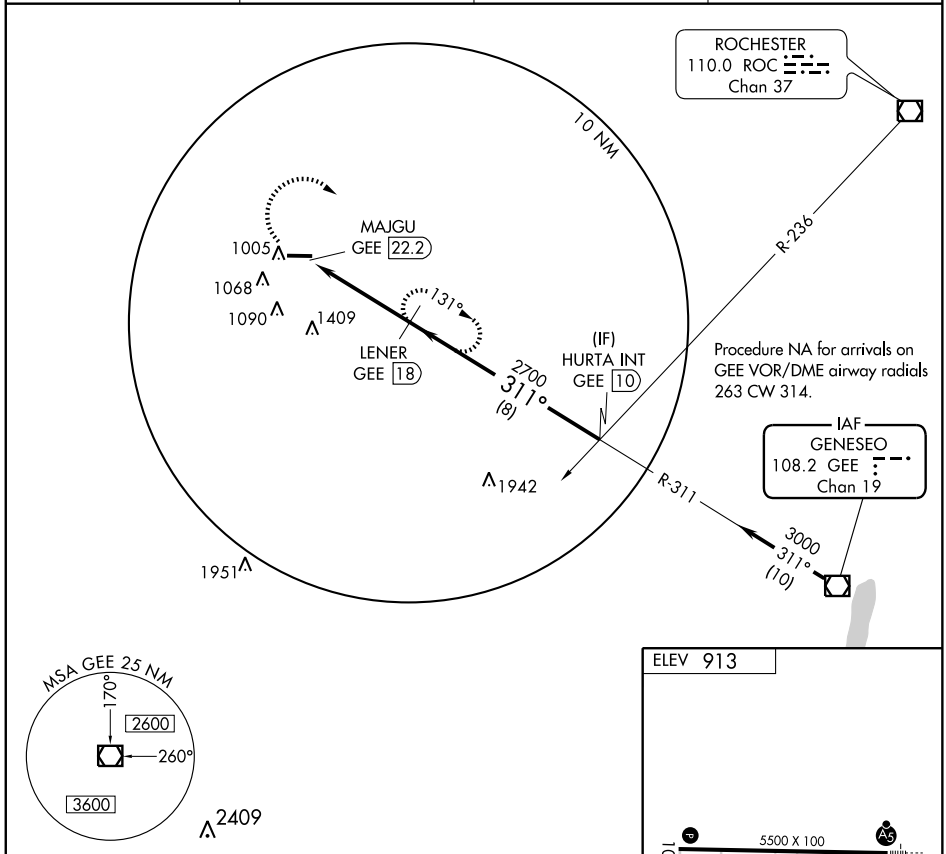
BATAVIA/GENESEE COUNTY (GVQ)

When local altimeter setting not received, use Rochester altimeter setting and increase all MDA 120 feet; increase Cat C and D visibility ½ mile.

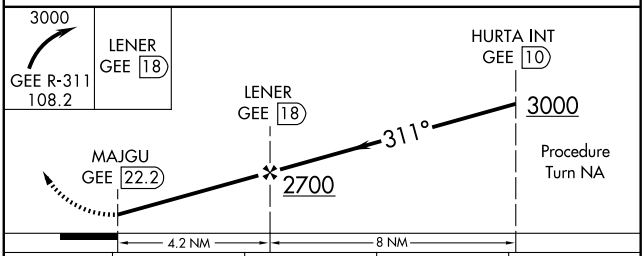
NA

MISSED APPROACH: Climbing right turn to 3000 via GEE VOR/DME R-311 to LENER/18 DME and hold, continue to climb-in-hold to 3000.

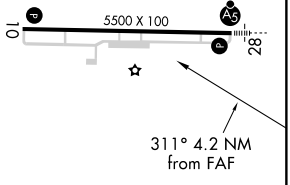
AWOS-3	ROCHESTER APP CON	CLNC DEL	UNICOM
127.525	123.7 322.3	121.8	122.7 (CTAF) L



2409



ELEV 913



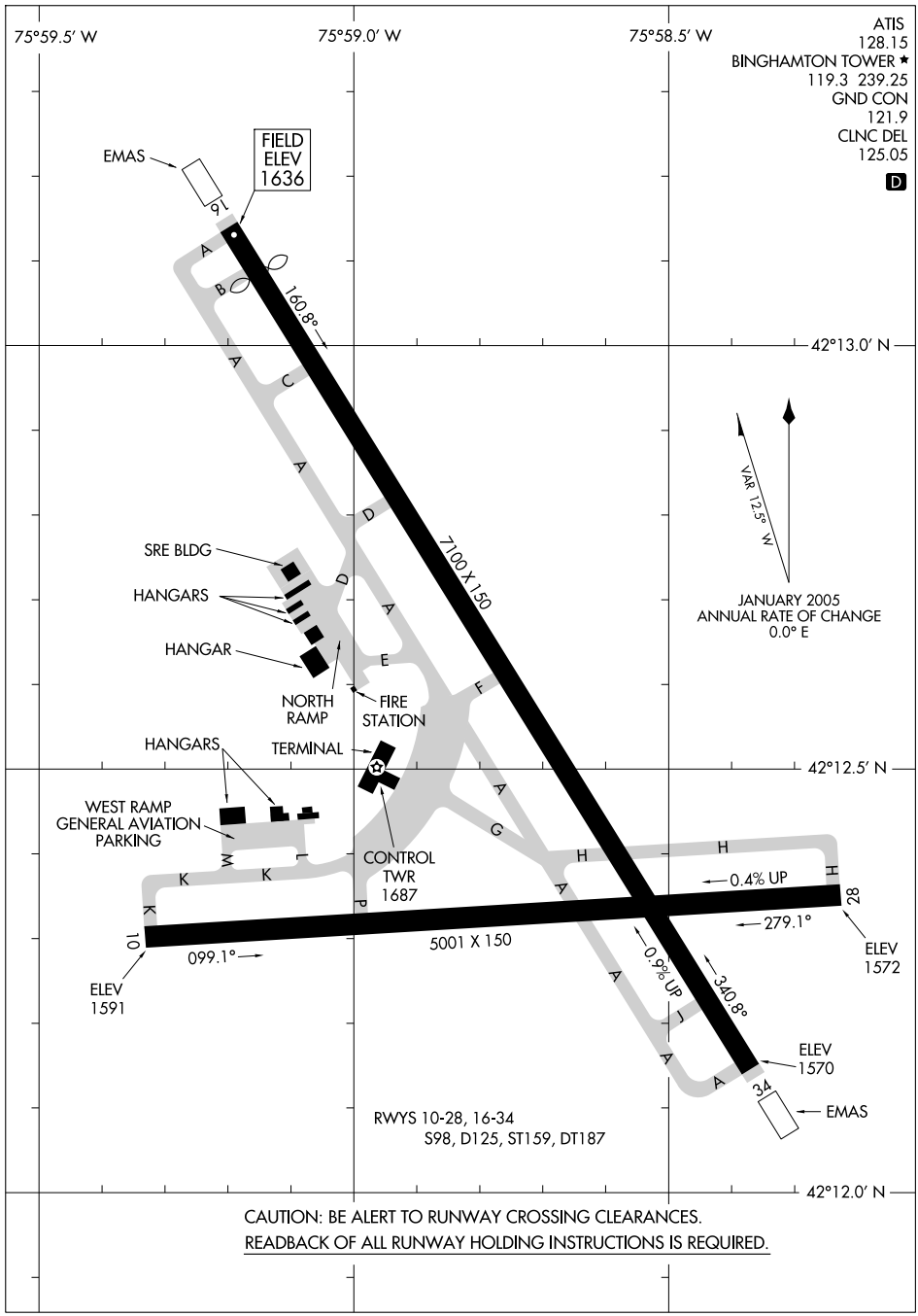
CATEGORY	A	B	C	D
CIRCLING	1620-1 707 (800-1)	1620-1¼ 707 (800-1¼)	1620-2 707 (800-2)	1620-2¼ 707 (800-2¼)

REIL Rwys 10 and 28 L
HIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)
AL-20 (FAA)
BINGHAMTON, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-BGM	APP CRS	Rwy Idg	7100
110.3	340°	TDZE	1600
		Apt Elev	1636

ILS or LOC RWY 34

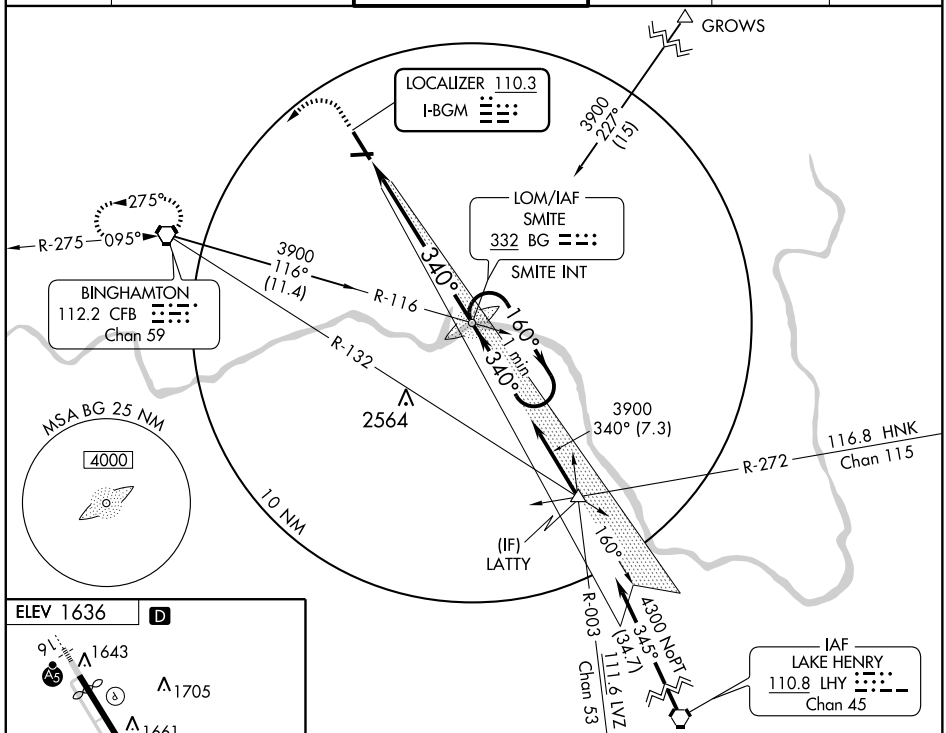
BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

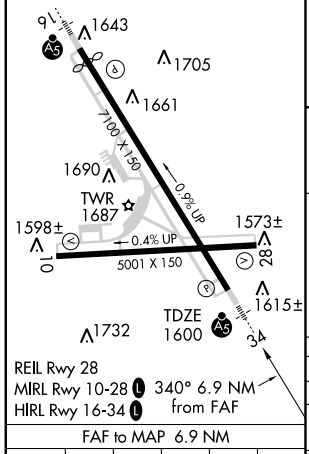
When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS all Cats, S-LOC and Circling Cats C and D visibility ¼ mile.
For inoperative MALSR increase S-LOC 34 Cat D visibility to RVR 5000.
For inoperative MALSR when using Ithaca altimeter setting, increase S-ILS all Cats visibility to RVR 6000.

MALSR

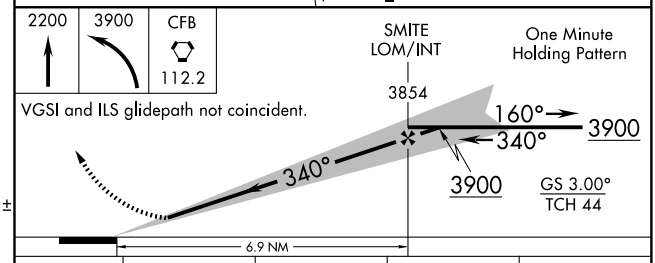
MISSED APPROACH: Climb to 2200 then climbing left turn to 3900 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 34	1800/24 200 (200-½)			
S-LOC 34	1940/24 340 (400-½)			1940/40 340 (400-¾)
CIRCLING	2120-1 484 (500-1)		2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-AAJ	APP CRS	Rwy Idg	6700
110.3	158°	TDZE	1634
		Apt Elev	1636

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

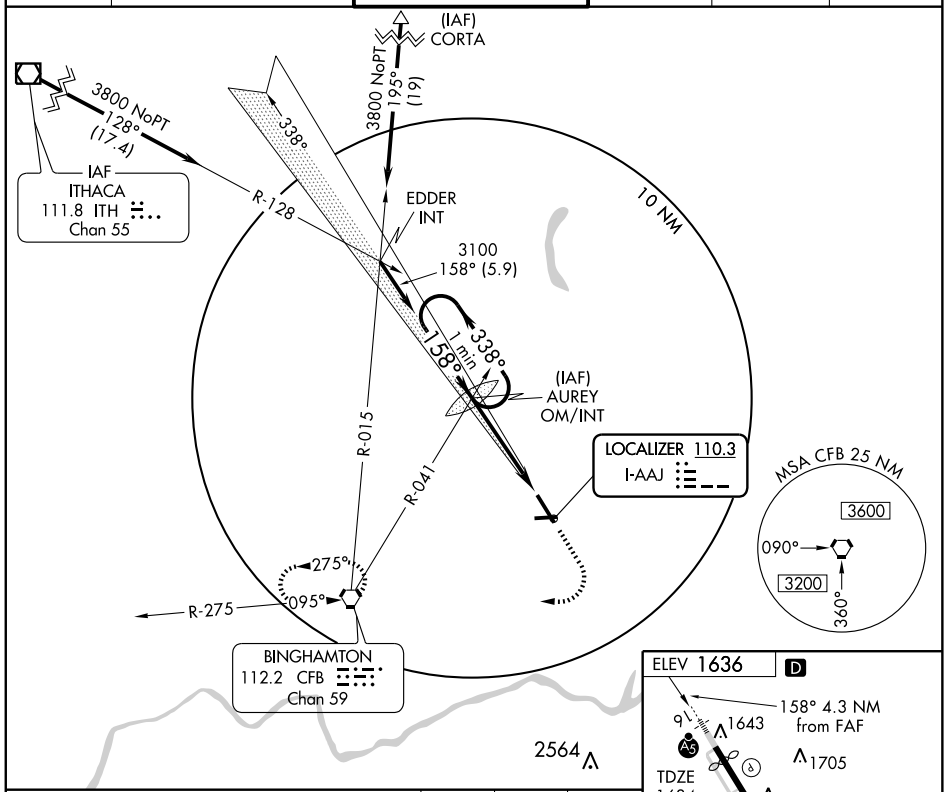
ILS RWY 16

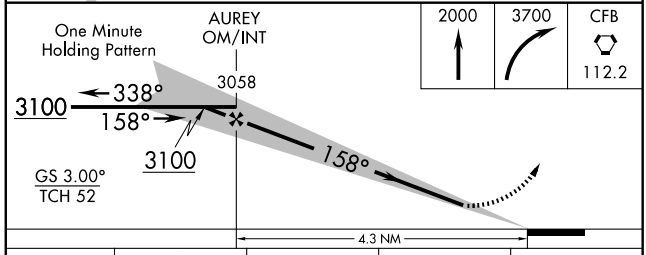
For inoperative MALSR, increase S-LOC 16 Cat. D visibility to 1 mile.

MALSR

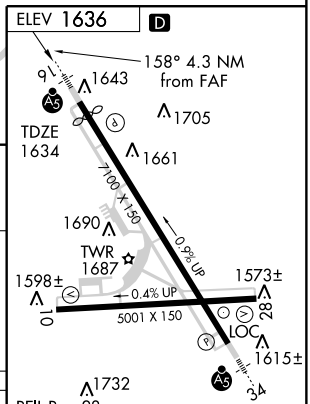
MISSED APPROACH: Climb to 2000, then climbing right turn to 3700 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95





2000	3700	CFB
		112.2



CATEGORY	A	B	C	D
S-ILS 16	1884-½ 250 (300-½)			
S-LOC 16	1920-½ 286 (300-½)			1920-¾ 286 (300-¾)
CIRCLING	2100-1 464 (500-1)		2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6700
CH 66015	160°	TDZE	1634
W16A		Apt Elev	1636

BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD(BGM) RNAV (GPS) RWY 16

When VGSI inoperative, Circling Rwy 34 NA at night. Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet and increase LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cats A, C and D visibility ¼ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility ½ mile, LNAV Cats A and B visibility ¼ mile. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct WUSOB and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

Procedure NA for arrivals at VILCU via V252 Northwest Bound and V428 Southwest Bound.

VILCU 4400 111° (19.4)

(IF) SOCOP

(IAF) UYOGA 3900 250° (5)

(IAF) TODOY 3900 070° (5)

3100 160° (6)

(FAF) REPIE

4400 305° (15.2) GROWS

Procedure NA for arrival at GROWS via V542 Eastbound, and V153 Southbound.

1799± RW16

MSA RW16 25 NM 3600

MISSED APCH FIX WUSOB 160° 4 NM 340°

2564

ELEV 1636 D

160° to RW16

1643 1705 1661 1690 TWR 1687 1598± 1573± 1615± 1732

7100 X 150 0.9% UP 0.4% UP 5001 X 150

TDZE 1634

REIL Rwy 28

MIRL Rwy 10-28 L

HIRL Rwy 16-34 L

SOCOP 3900 160° 3100 REPIE

Procedure Turn NA

GS 3.00° TCH 53

VGSI and RNAV glidepath not coincident.

*1.2 NM to RW16

RW16

4000 WUSOB

*LNAV only

6 NM 3.2 NM 1.2

CATEGORY	A	B	C	D
LPV DA	1884-¾ 250 (300-¾)			
LNAV/ VNAV DA	1984-¾ 350 (400-¾)			
LNAV MDA	2060-¾ 426 (500-¾)			2060-1 426 (500-1)
CIRCLING	2120-1 484 (500-1)		2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5001
279°	TDZE	1587
	Apt Elev	1636

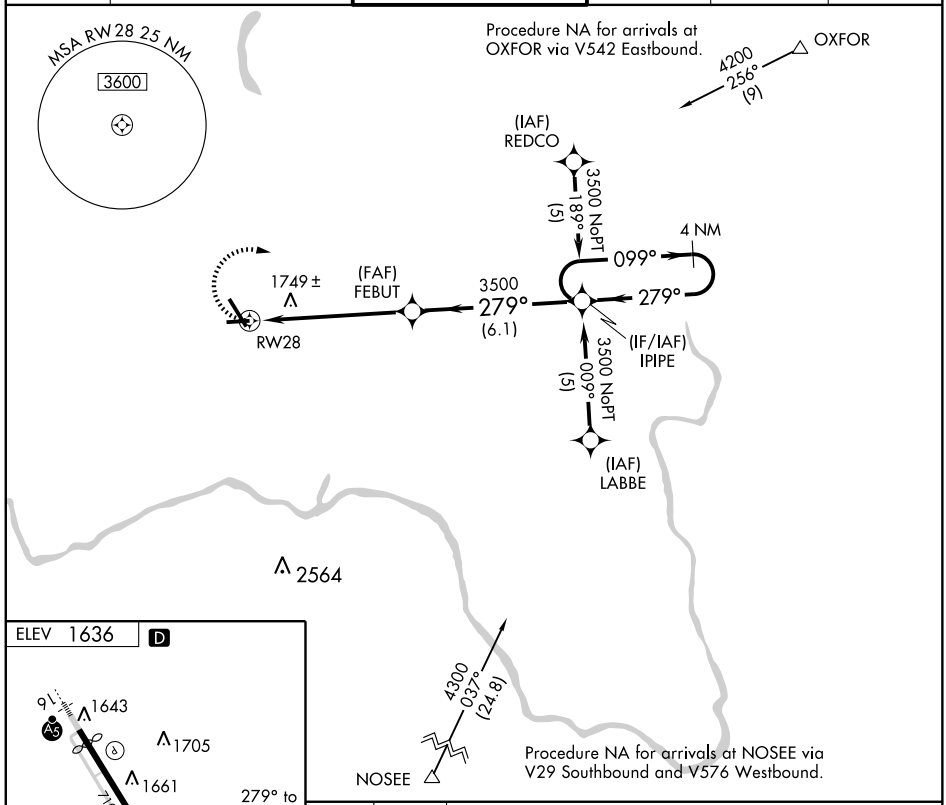
RNAV (GPS) RWY 28

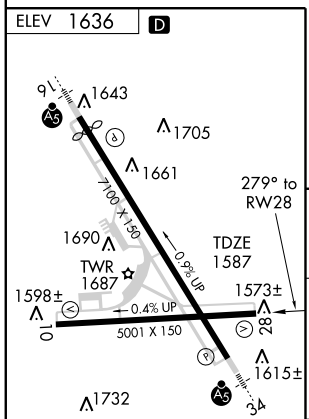
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

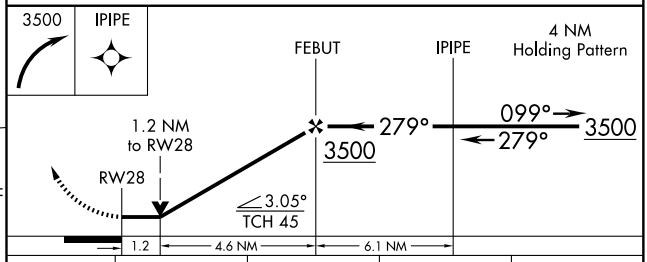
When VGSI inoperative, Circling Rwy 34 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile and LNAV Cat D visibility ½ mile. VDP NA when using Ithaca altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct IPIPE and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
LNAV MDA	2000-1 413 (400-1)		2000-1¼ 413 (400-1¼)	
CIRCLING	2120-1 484 (500-1)		2120-1½ 484 (500-1½)	2200-2 564 (600-2)

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg 7100
CH 93915	340°	TDZE 1600
W34A		Apt Elev 1636

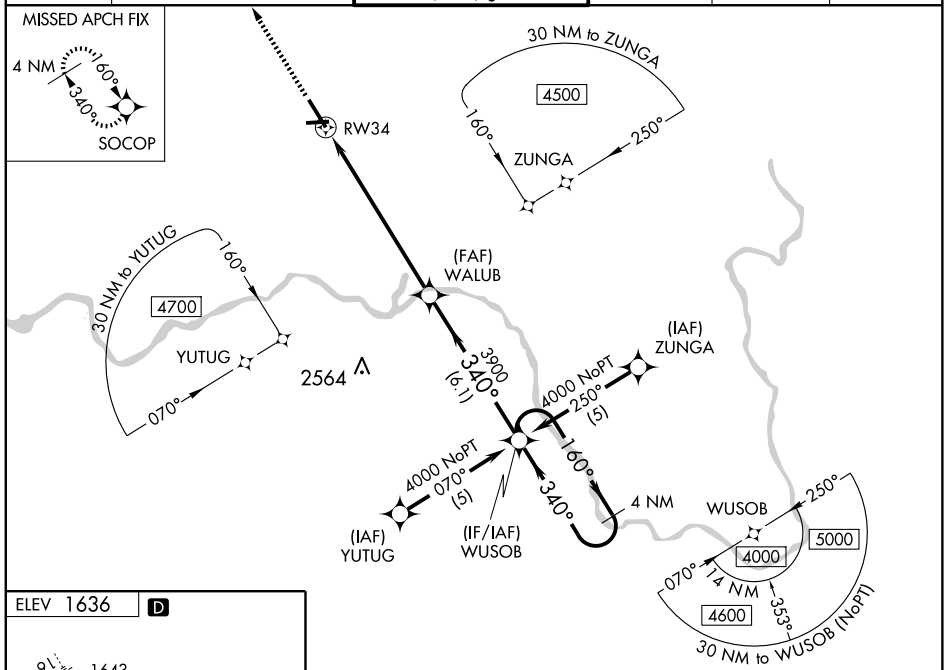
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM) RNAV (GPS) RWY 34

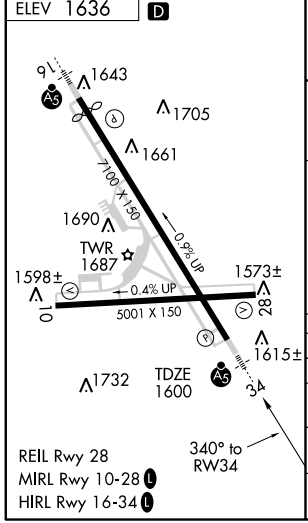
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ithaca altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Ithaca altimeter setting increase LPV all Cats visibility to RVR 6000. Baro-VNAV and VDP NA when using Ithaca altimeter setting.

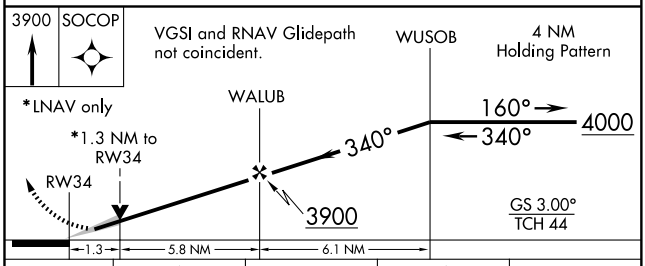
MALSR

MISSED APPROACH: Climb to 3900 direct SOCOP and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
LPV DA		1800/24	200 (200-½)	
LNAV/VNAV DA		2082/60	482 (500-1¼)	
LNAV MDA	2040/24	440 (500-½)	2040/40 440 (500-¾)	2040/50 440 (500-1)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC CFB	APP CRS	Rwy Idg	5001
112.2	260°	TDZE	1587
Chan 59		Apt Elev	1636

VOR/DME RWY 28

BINGHAMTON/
GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

When local altimeter setting not received, use Ithaca altimeter setting and increase all MDA 140 feet, S-28 Cat C and Circling Cat C and D visibility ¼ mile and S-28 Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95

IAF
ROCKDALE
112.6 RKA
Chan 73

3700 NoPT
253°
(24.3)

R-080
CFB

080°
1 min
260°

3500
260°
(6)

(IF/IAF)
UTUYU
CFB 19.9

Procedure NA for arrivals at RKA VOR/DME via V542 Eastbound.

3700 NoPT
316°
(21.9)

IAF
HANCOCK
116.8 HNK
Chan 115

1749±

OCOLE
CFB 13.9

4100 to UTUYU
080° (19.9)

R-080

DUTAC
CFB 8.4

257°
077°
R-257

BINGHAMTON
112.2 CFB
Chan 59

10 NM

2564

Procedure NA for arrivals at HNK VOR/DME on airway radials 313 CW 344.

MSA CFB 25 NM
3600
090°
3200
360°

ELEV 1636 D

1643
1705
1661
7100 X 150
260° 5.9 NM from FAF
1690
TWR
1687
TDZE
1587
0.9% UP
1598±
0.4% UP
5001 X 150
1573±
1615±
1732
10
28
34

REIL Rwy 28
MIRL Rwy 10-28 L
HIRL Rwy 16-34 L

3500
CFB
112.2

UTUYU
CFB 19.9
One Minute Holding Pattern

OCOLE
CFB 13.9

CFB
9.2

080°
260°
3700

DUTAC
CFB 8.4

260°
3500

3.00°
TCH 45

VDP NA when using Ithaca altimeter setting.

0.5 0.7 NM 4.7 NM 6 NM

CATEGORY	A	B	C	D
S-28	2000-1	413 (400-1)	2000-1¼	413 (400-1¼)
CIRCLING	2120-1	484 (500-1)	2120-1½ 484 (500-1½)	2200-2 564 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

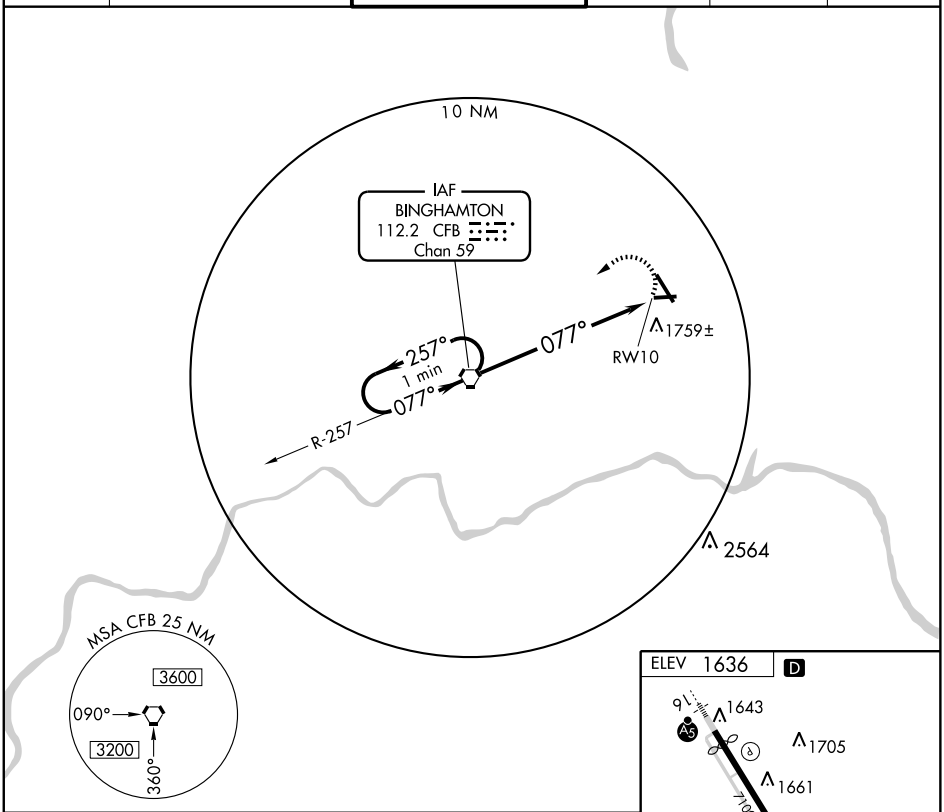
VORTAC CFB 112.2 Chan 59	APP CRS 077°	Rwy Idg 5001 TDZE 1591 Apt Elev 1636

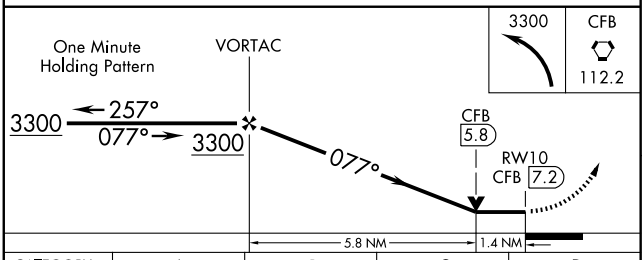
BINGHAMTON/ GREATER BINGHAMTON/EDWIN A. LINK FIELD (BGM)

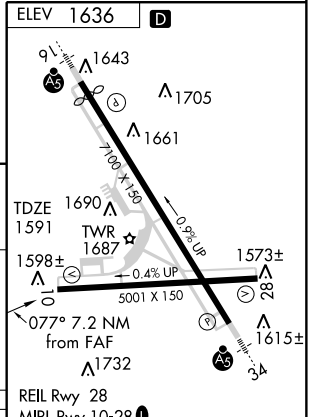
VOR or GPS RWY 10

MISSED APPROACH: Climbing left turn to 3300 direct CFB VORTAC and hold.

ATIS	BINGHAMTON APP CON ★	BINGHAMTON TOWER ★	GND CON	CLNC DEL	UNICOM
128.15	118.6 257.625	119.3 (CTAF) L 239.25	121.9	125.05	122.95







CATEGORY	A	B	C	D
S-10	2080-1	489 (500-1)	2080-1¼ 489 (500-1¼)	2080-1½ 489 (500-1½)
CIRCLING	2100-1	464 (500-1)	2100-1½ 464 (500-1½)	2200-2 564 (600-2)

FAF to MAP 7.2 NM

Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4204
282°	TDZE	666
	Apt Elev	666

RNAV (GPS) RWY 28

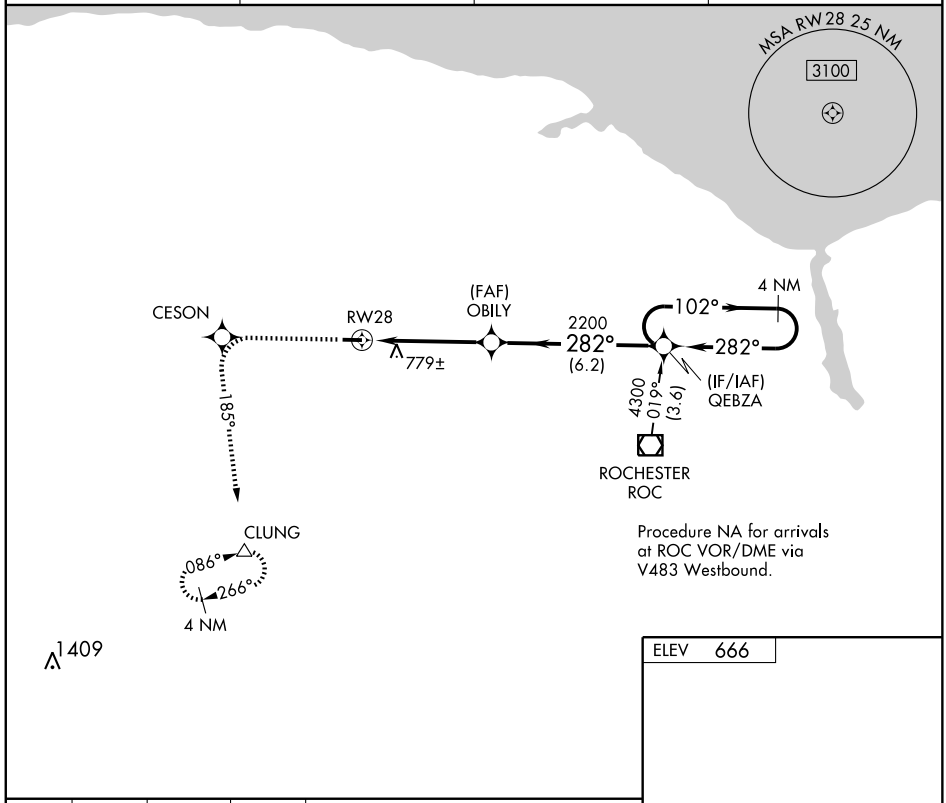
BROCKPORT / LEDGEDALE AIRPARK (7G0)

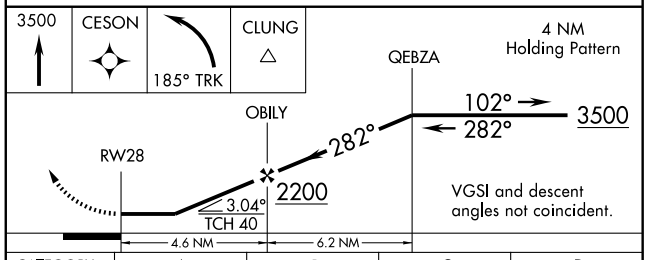
DME/DME RNP-0.3 NA.
Use Rochester altimeter setting; when not received, use Buffalo altimeter setting and increase all MDAs 60 feet and LNAV Cat. D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3500 direct CESON and left turn via 185° track to CLUNG and hold.

ROCHESTER ASOS	ROCHESTER APP CON	CTAF	UNICOM
124.825	123.7 322.3	123.0 L	122.7







CATEGORY	A	B	C	D
LNAV MDA	1080-1	414 (500-1)	1080-1¼	414 (500-1¼)
CIRCLING	1160-1	494 (500-1)	1160-1½ 494 (500-1½)	1220-2 554 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2668
239°	TDZE	670
	Apt Elev	670

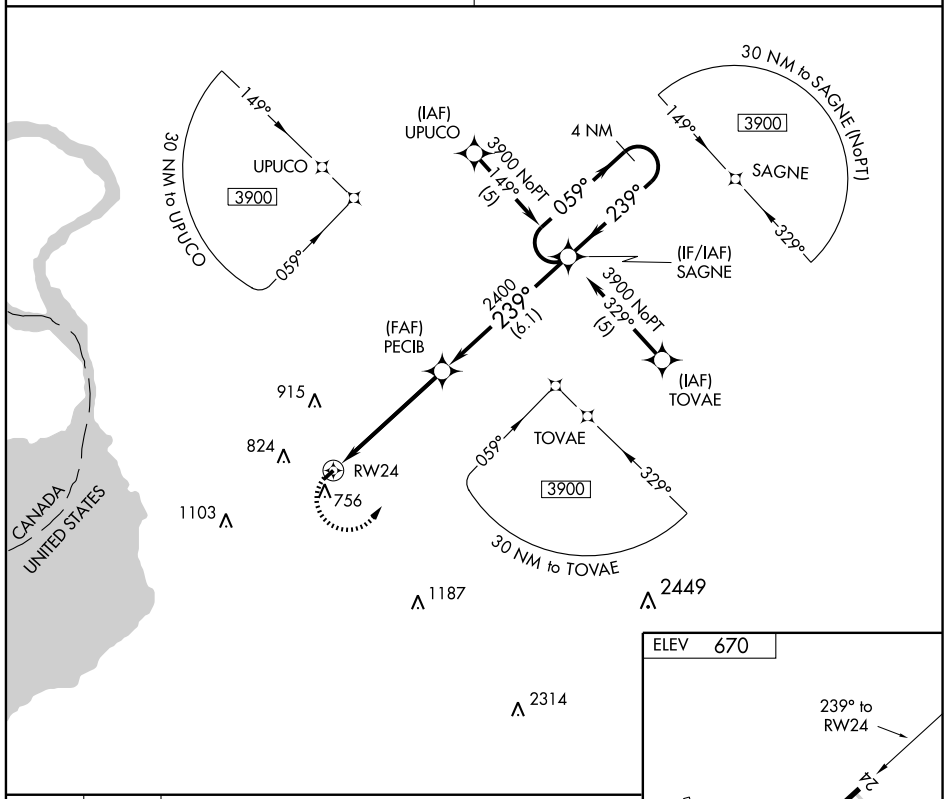
RNAV (GPS) RWY 24

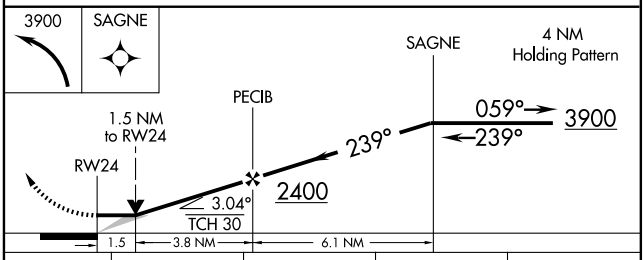
BUFFALO AIRFIELD (9GØ)

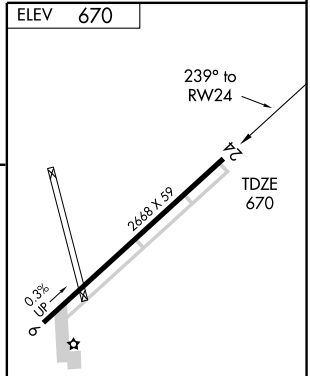
Use Buffalo Niagara Intl altimeter setting, when not received, use Niagara Falls altimeter setting and increase all MDA 60 feet. Procedure NA at night after 0200 local except by prior arrangement for Rwy lights. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3900 direct SAGNE and hold, continue climb-in hold to 3900.

BUFFALO APP CON	UNICOM
126.15 263.125	122.975 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA
CIRCLING	1180-1	510 (600-1)	1180-1½ 510 (600-1½)	NA

MIRL Rwy 6-24 L

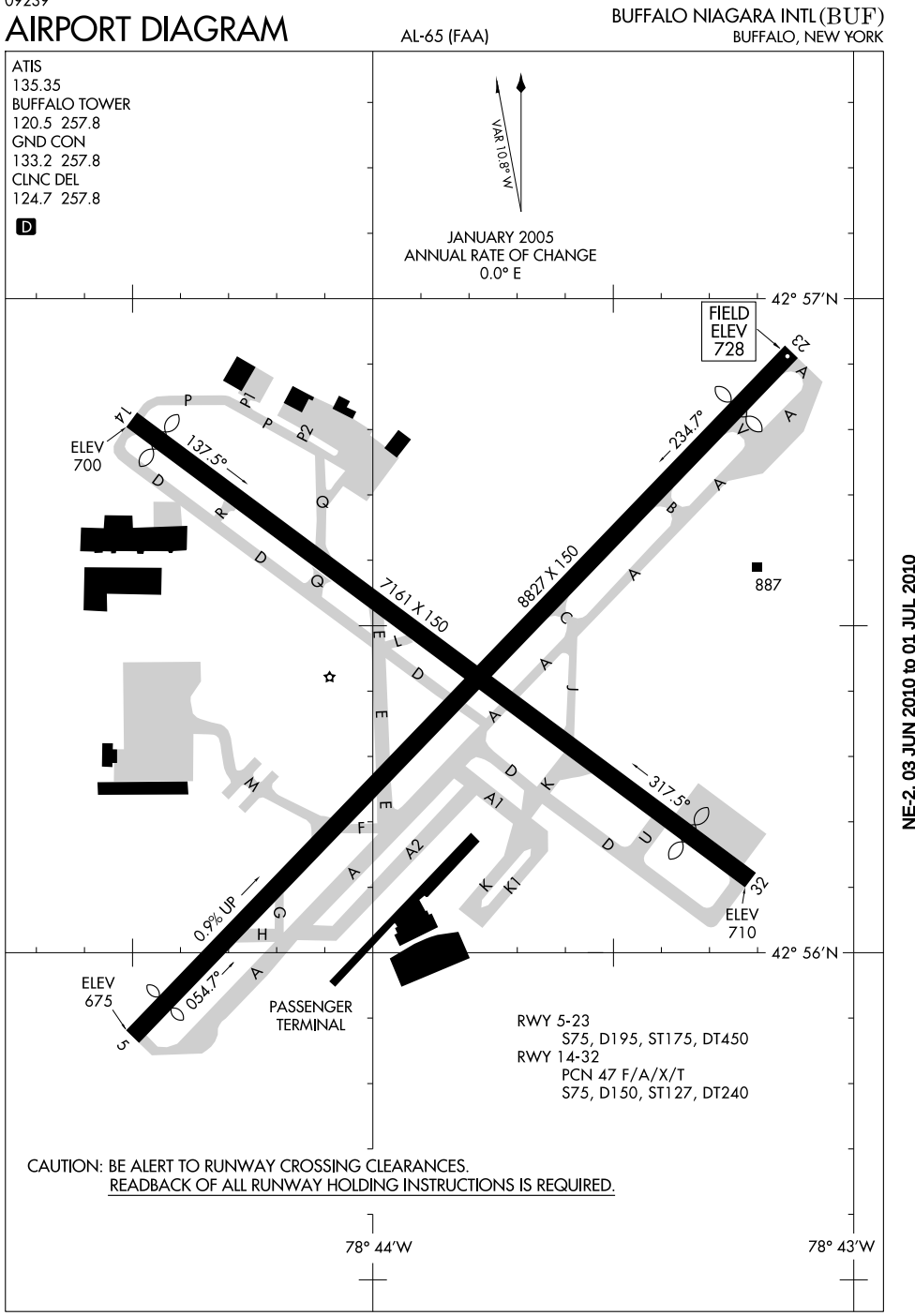
NE-2. 03 JUN 2010 to 01 JUL 2010

09259

AIRPORT DIAGRAM

AL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK



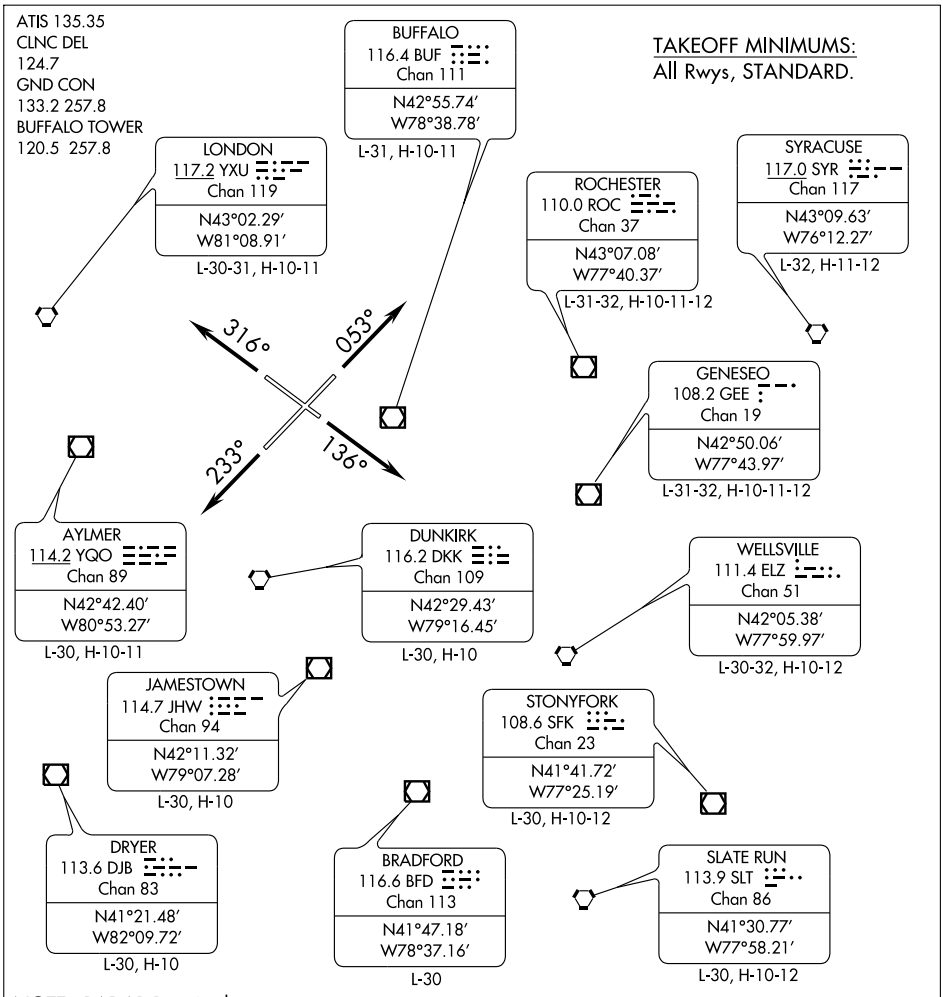
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

BUFFALO THREE DEPARTURE

SL-65 (FAA)

BUFFALO NIAGARA INTL (BUF)
BUFFALO, NEW YORK



NOTE: RADAR Required.

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TURBOJET AIRCRAFT:

TAKE-OFF RUNWAY 5: Climb via heading 053° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 14: Climb via heading 136° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 23: Climb via heading 233° until leaving 3000, thence. . . .

TAKE-OFF RUNWAY 32: Climb via heading 316° until leaving 2000, thence. . . .

NON-TURBOJET AIRCRAFT ONLY: Climb on assigned heading, thence. . . .

. . . .Expect vectors to filed route or depicted fix. Maintain 10,000′ or assigned lower altitude. Expect further clearance to requested altitude/flight level ten minutes after departure.

NE-2, 03 JUN 2010 to 01 JUL 2010

TAKE-OFF OBSTACLE NOTES

Rwy 5: Tree 648′ from DER, 662′ left of centerline, 65′ AGL/751′ MSL.
Trees beginning 697′ from DER, 385′ right of centerline, up to 100′ AGL/787′ MSL.

Rwy 23: Trees, Poles, Bldg, and Pump beginning 6′ from DER, 290′ left of centerline, up to 40′ AGL/721′ MSL.
Tree 3317′ from DER, 916′ right of centerline, 68′ AGL/759′ MSL.

Rwy 32: Multiple Trees and a Bush beginning 141′ from DER, 66′ left of centerline, up to 67′ AGL/756′ MSL.
Multiple Trees beginning 43′ from DER, 90′ right of centerline, up to 66′ AGL/752′ MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-BNQ	APP CRS	Rwy Idg	6121
109.95	316°	TDZE	714
Chan 36 (Y)		Apt Elev	728

ILS or LOC/DME RWY 32

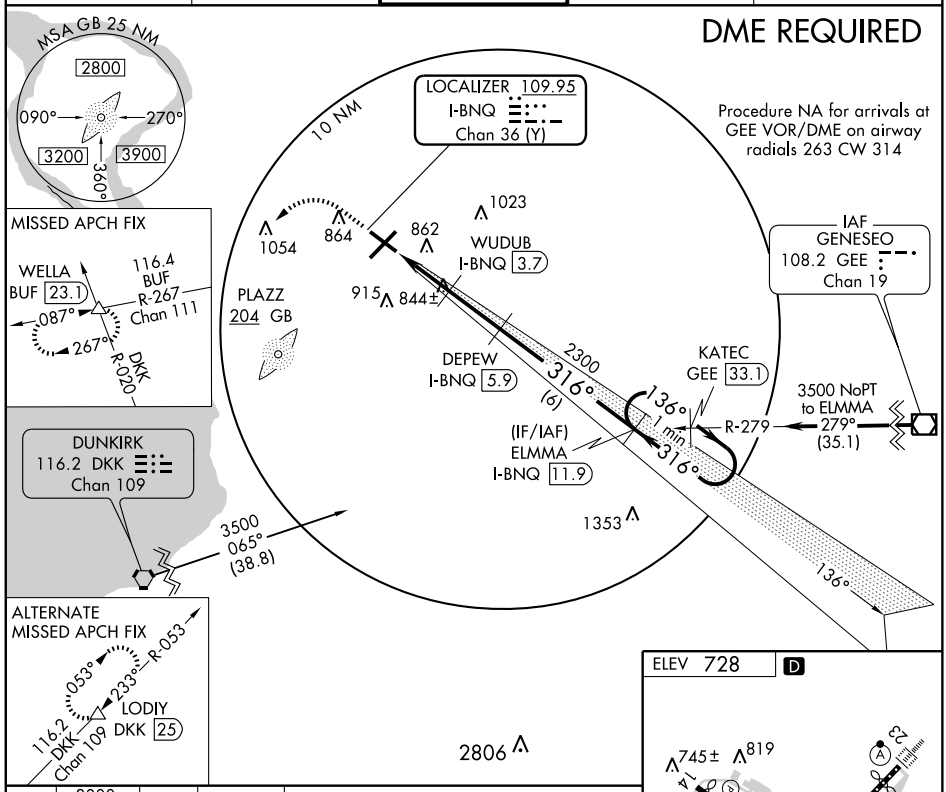
BUFFALO NIAGARA INTL (BUF)

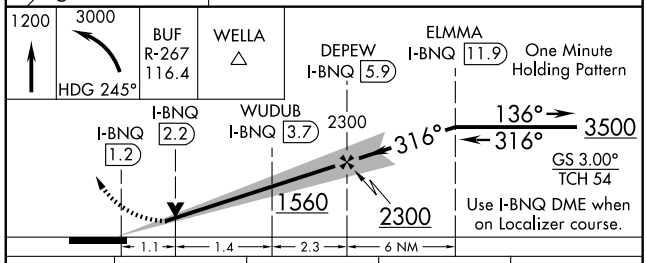
MALSR

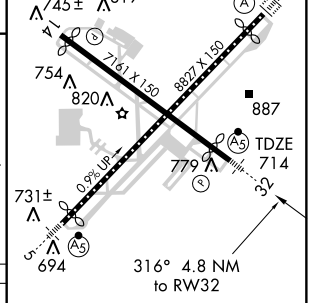
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 32	938-½ 224 (300-½)			
S-LOC 32	1100-½ 386 (400-½)			1100-¾ 386 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-GBI	APP CRS	Rwy Idg	7757
108.5	053°	TDZE	706
		Apt Elev	728

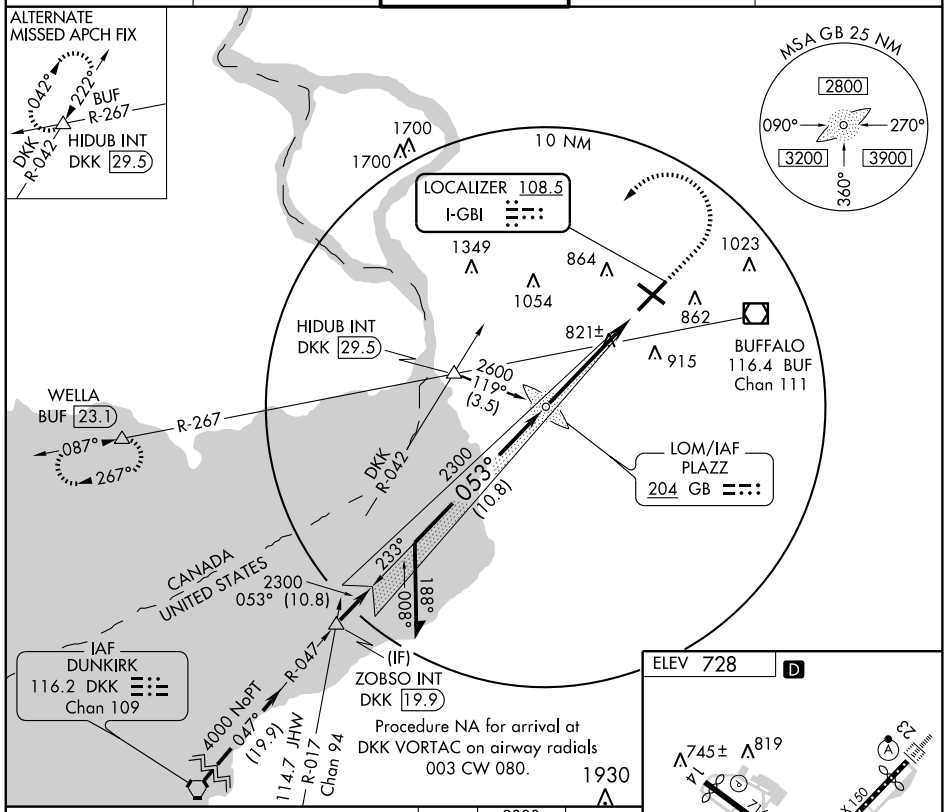
ILS or LOC RWY 5

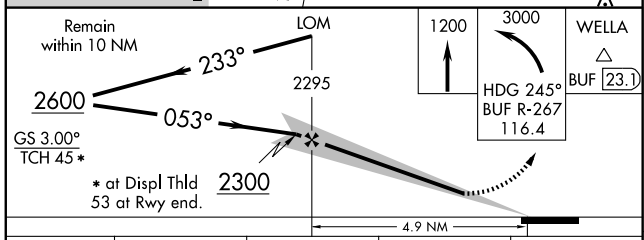
BUFFALO NIAGARA INTL (BUF)

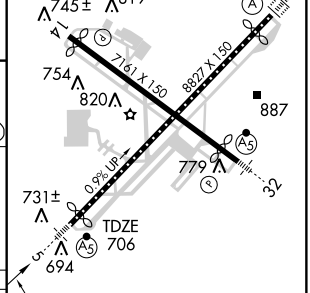
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 245° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
S- ILS 5	906/18 200 (200-½)			
S- LOC 5	1080/24 374 (400-½)			1080/40 374 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-BUF	APP CRS	Rwy Idg	8102
111.3	233°	TDZE	728
		Apt Elev	728

ILS or LOC RWY 23

BUFFALO NIAGARA INTL (BUF)

For inoperative ALSF, increase S-LOC 23 Cat D visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 2300 then climbing right turn to 3000 via heading 300° and BUF R-267 to WELLA Int/BUF 23.1 DME and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8

MISSED APCH FIX

WELLA
BUF 23.1
116.4
BUF
R-267
Chan 111
087°
267°

10 NM

(IF)
TRAVA INT
GEE 38.9

188°
800
053°
R-301

LOCALIZER 111.3
I-BUF

2300
233°
(6.3)

3000 NoPT
301°
(12.4)

(IAF)
CORVU INT
GEE 26.5

R-268
110.0 ROC
Chan 37

6000
301° (26.5)

LOM/IAF
KLUMP
231 BU

794±
864
1023
1349
1054
862
915

GENESEO
108.2 GEE
Chan 19

3500 to LOM
049°
(41.2)

ALTERNATE
MISSED APCH FIX
053°
DKK
R-053
233°
LODIY
DKK 25

2449

DUNKIRK
116.2 DKK
Chan 109

MSA BU 25 NM
2700
090°
270°
3900

ELEV 728 D

233° 4.4 NM
from FAF

745± 819
754 820
7161 X 150
8827 X 150
TDZE
728
887
779
731±
694
0.9% UP
14
32
5
23

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

2300	3000	Hdg 300° BUF R-267 116.4	WELLA BUF 23.1

LOM
053°
233°
2206
2400
2300
Remain within 10 NM
GS 3.00°
TCH 51
4.4 NM

CATEGORY	A	B	C	D
S-ILS 23	928/18 200 (200-½)			
S-LOC 23	1060/24 332 (400-½)			1060/40 332 (400-¾)
CIRCLING	1200-1 472 (500-1)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7757
CH 70311	053°	TDZE	706
W05A		Apt Elev	728

RNAV (GPS) RWY 5

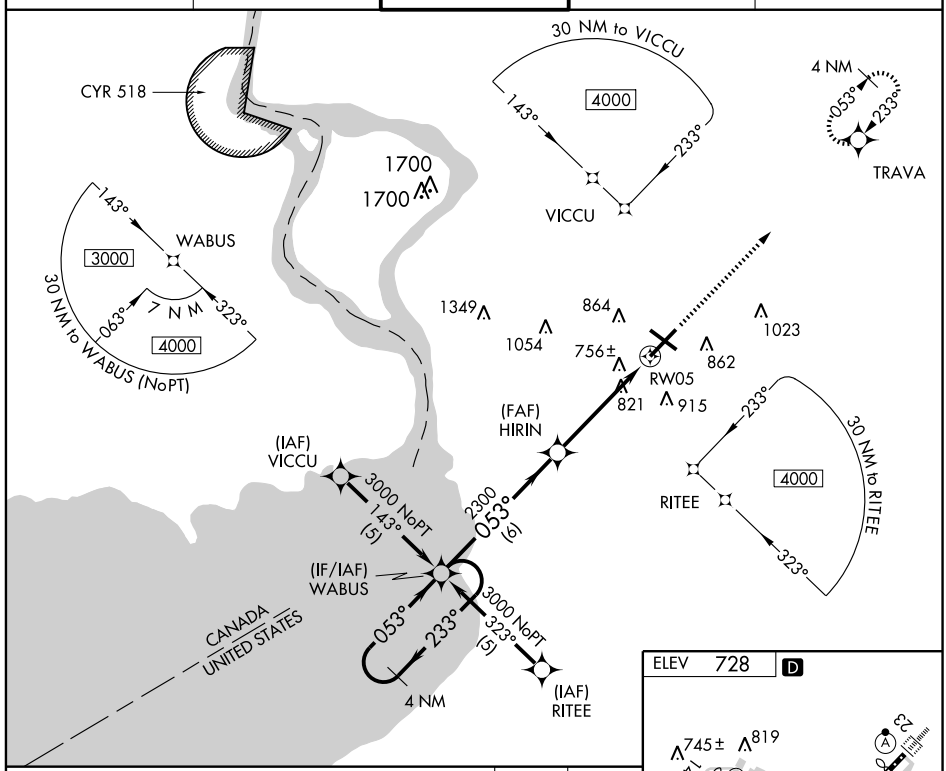
BUFFALO NIAGARA INTL (BUF)

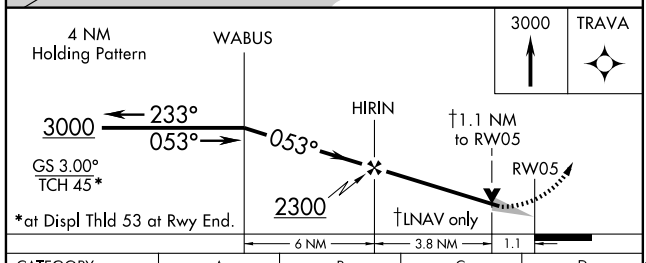
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000.

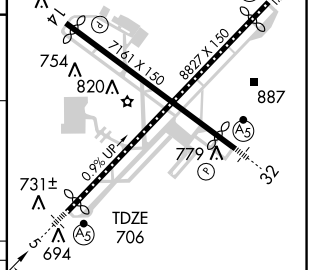
MALSR

MISSED APPROACH: Climb to 3000 direct TRAVA and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA	973/24 267 (300-½)			
LNAV/VNAV DA	1026/40 320 (400-¾)			
LNAV MDA	1080/24 374 (400-½)			1080/50 374 (400-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6121
136°	TDZE	711
	Apt Elev	728

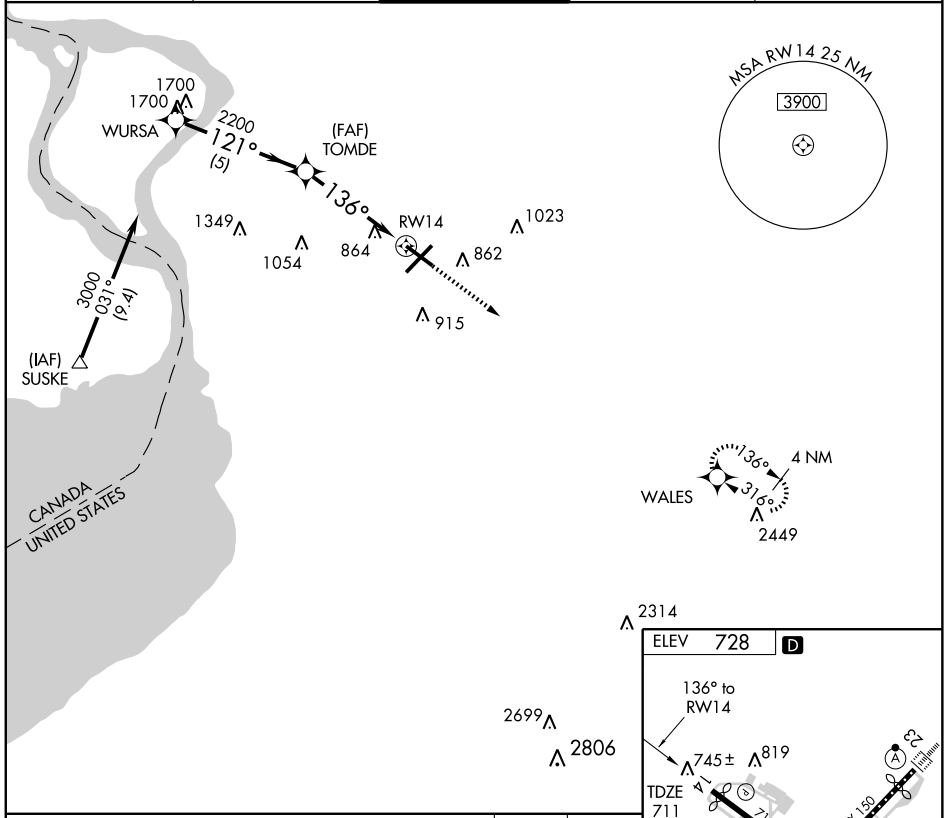
RNAV (GPS) RWY 14
BUFFALO NIAGARA INTL (BUF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
No Arrival at SUSKE on V2-43 westbound.

NA

MISSED APPROACH: Climb to 3500 direct WALES WP and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8



CATEGORY	A	B	C	D
LNAV MDA	1120-1	409 (400-1)	1120-1¼	409 (400-1¼)
CIRCLING	1200-1	472 (500-1)	1200-1½ 472 (500-1½)	1280-2 552 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 77511 W23A	APP CRS 233°	Rwy Idg 8102 TDZE 728 Apt Elev 728

RNAV (GPS) RWY 23

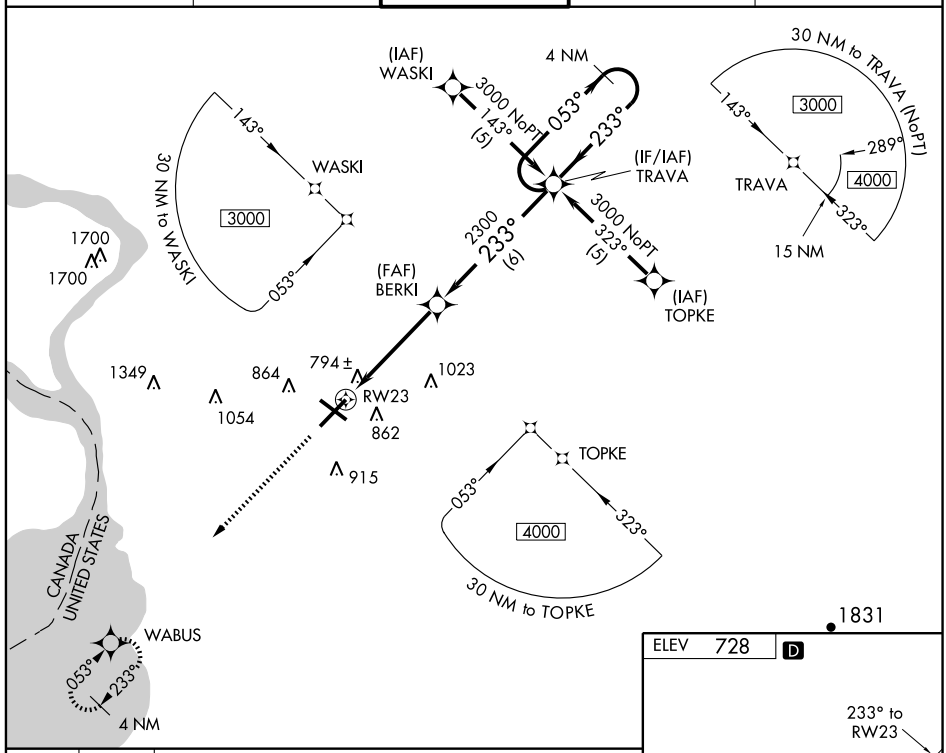
BUFFALO NIAGARA INTL (BUF)

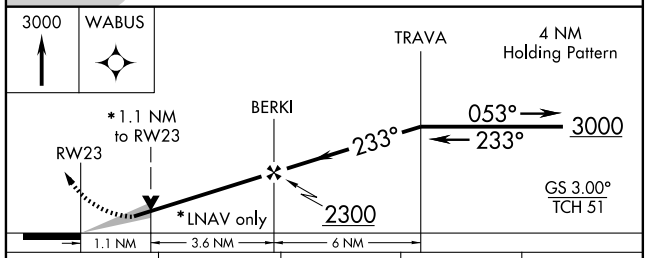
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). For inoperative ALSF increase LPV all Cats visibility to RVR 5000 and increase LNAV Cat D visibility to RVR 6000.

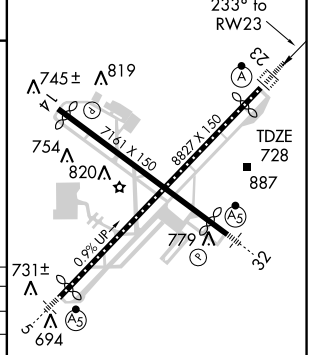
ALSF-2

MISSED APPROACH: Climb to 3000 direct WABUS and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8







CATEGORY	A	B	C	D
LPV DA		978/24	250 (300-½)	
LNAV/VNAV DA		1099/40	371 (400-¾)	
LNAV MDA	1140/24 412 (500-½)		1140/40 412 (500-¾)	1140/50 412 (500-1)
CIRCLING	1200-1¼ 472 (500-1¼)		1200-1½ 472 (500-1½)	1280-2 552 (600-2)

REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 81811 W32A	APP CRS 316°	Rwy Idg 6121 / TDZE 714 / Apt Elev 728

RNAV (GPS) RWY 32

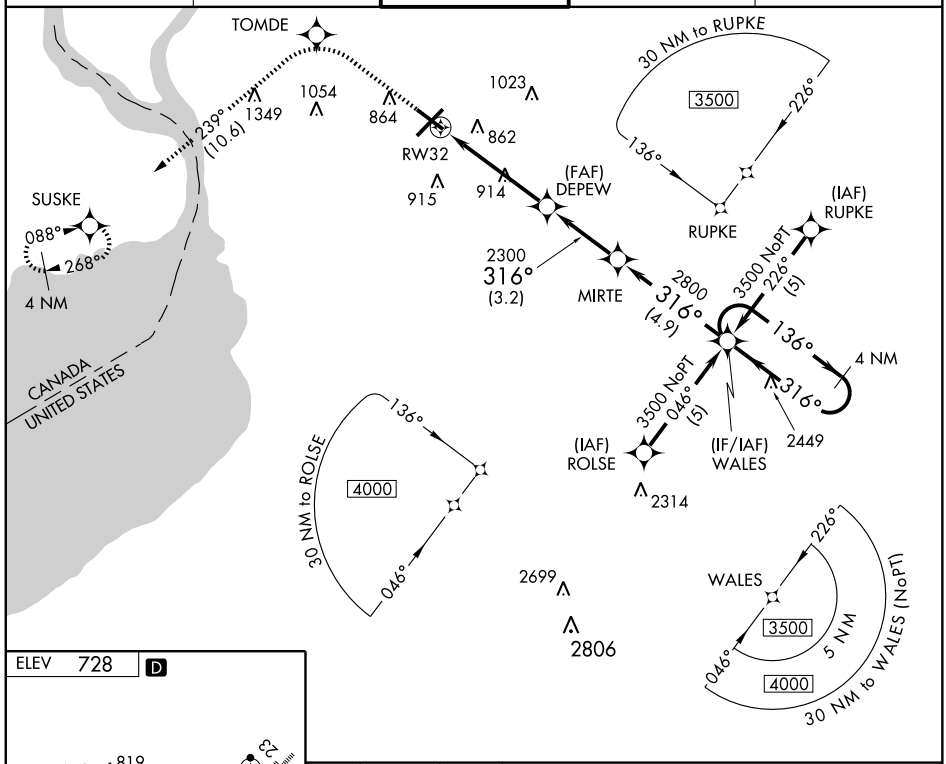
BUFFALO NIAGARA INTL (BUF)

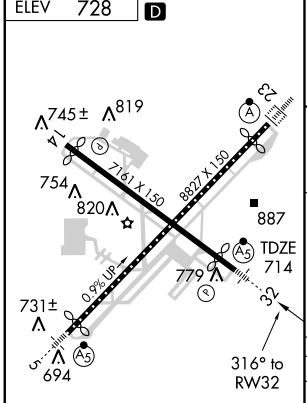
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

MALSR

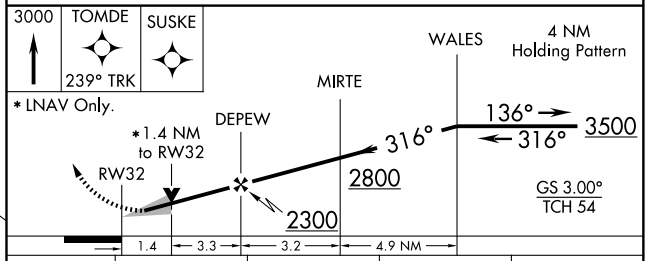
MISSED APPROACH: Climb to 3000 direct TOMDE and via 239° track to SUSKE and hold.

ATIS	BUFFALO APP CON	BUFFALO TOWER	GND CON	CLNC DEL
135.35	126.15 263.125	120.5 257.8	133.2 257.8	124.7 257.8





REIL Rwy 14
TDZ/CL Rwy 5 and 23
HIRL Rwy 5-23 and 14-32



CATEGORY	A	B	C	D
LPV DA	1003-½ 289 (300-½)			
LNAV/VNAV DA	1146-1 432 (500-1)			
LNAV MDA	1220-½ 506 (500-½)		1220-1 506 (500-1)	
CIRCLING	1220-1½ 492 (500-1½)			1280-2 552 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3200
135°	TDZE	814
	Apt Elev	814

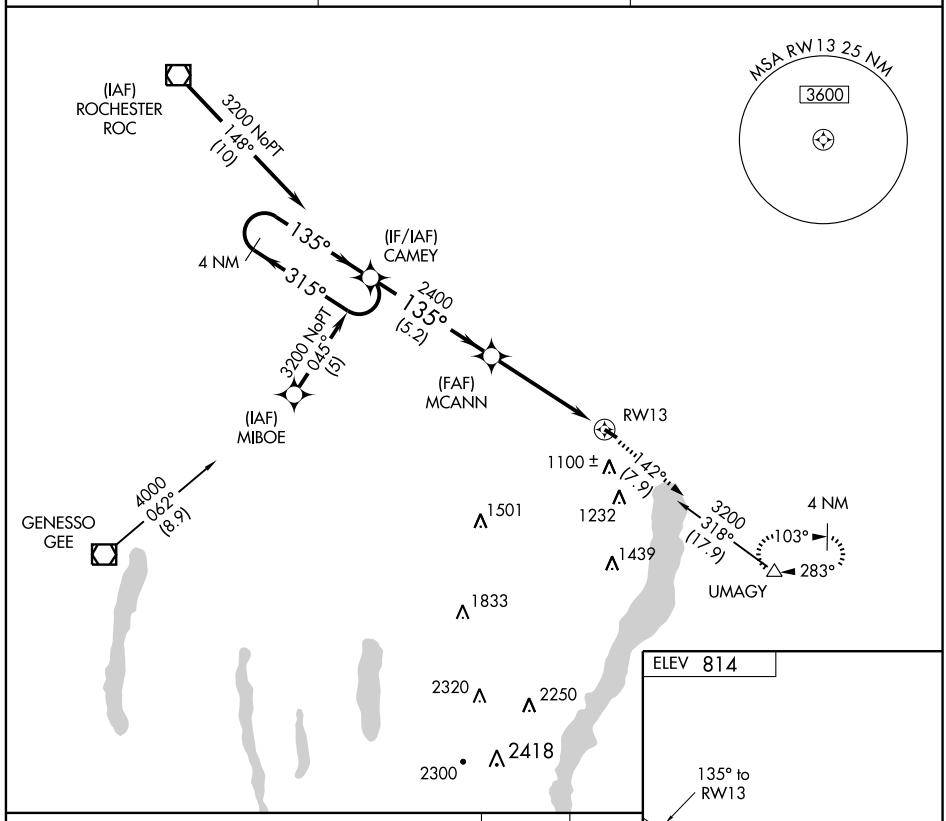
RNAV (GPS) RWY 13
CANANDAIGUA (D38)

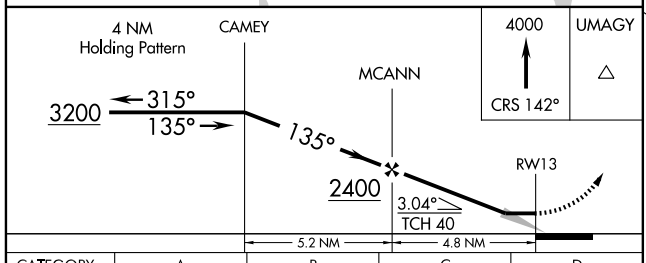
Use Greater Rochester Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP 0.3 NA.

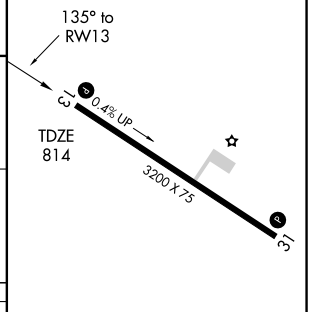
NA

MISSED APPROACH: Climb to 4000 via 142° course to UMAGY WP and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1	546 (600-1)	1360-1½ 546 (600-1½)	NA
CIRCLING	1540-1	726 (800-1)	1540-2 726 (800-2)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

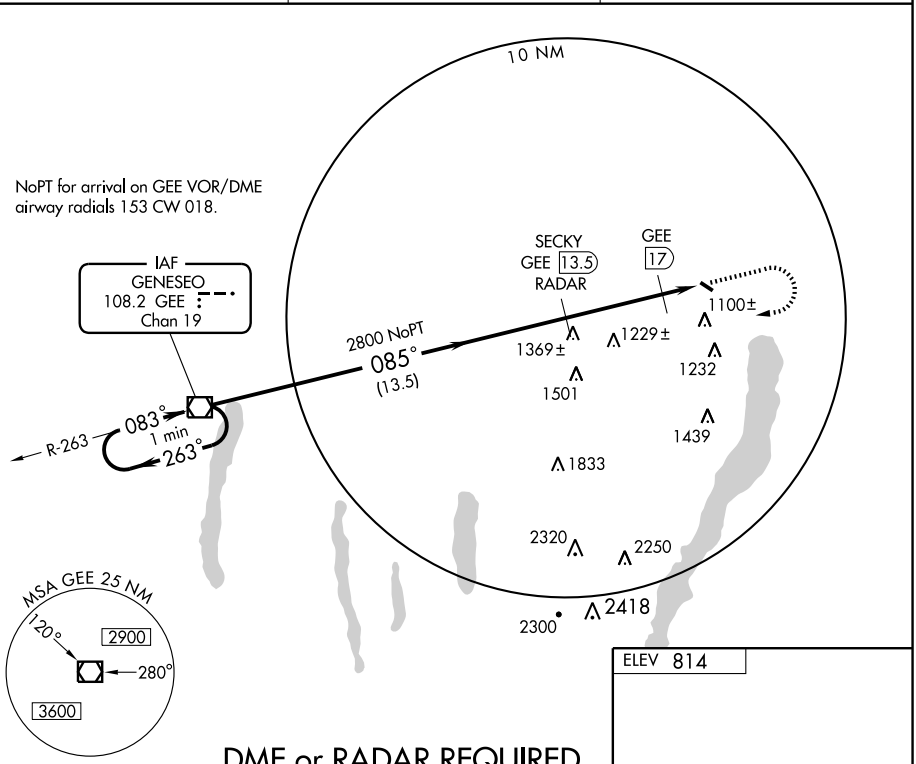
VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	085°	TDZE	N/A
Chan 19		Apt Elev	814

VOR-A
CANANDAIGUA (D38)

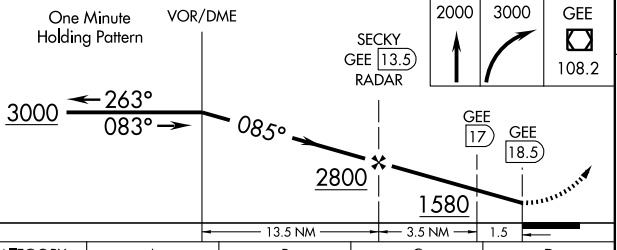
▼ NA — Use Greater Rochester Intl altimeter setting.

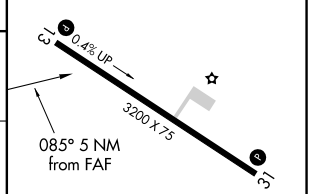
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct GEE VOR/DME and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
118.675	119.55 269.6	122.8 (CTAF) L



DME or RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	1580-1 766 (800-1)	1580-1¼ 766 (800-1¼)	1580-2¼ 766 (800-2¼)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31

DME MINIMUMS			
CIRCLING	1540-1 726 (800-1)	1540-2 726 (800-2)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3400
059°	TDZE	1198
	Apt Elev	1198

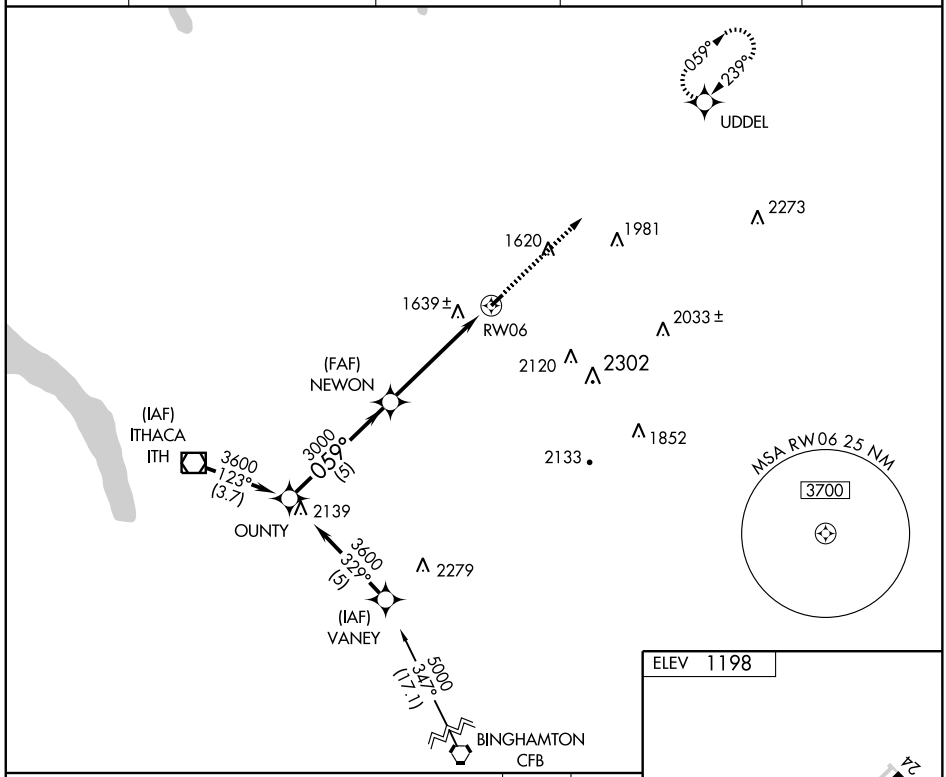
GPS RWY 6

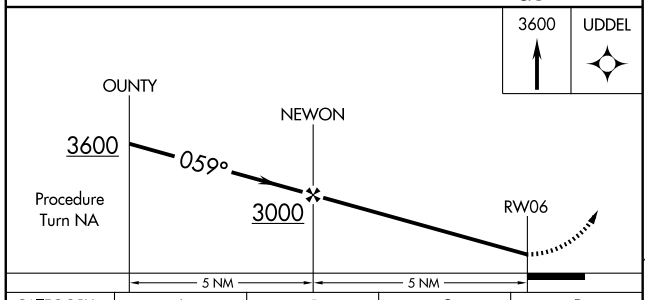
CORTLAND COUNTY-CHASE FIELD (NØ3)

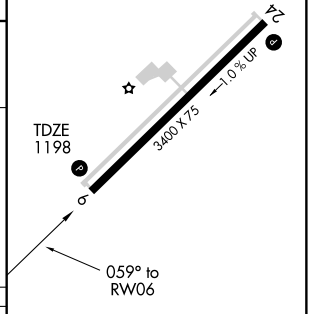
NA

MISSED APPROACH: Climb to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	1900-1	702 (800-1)	1900-2 702 (800-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA

REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3400
239°	TDZE	1192
	Apt Elev	1198

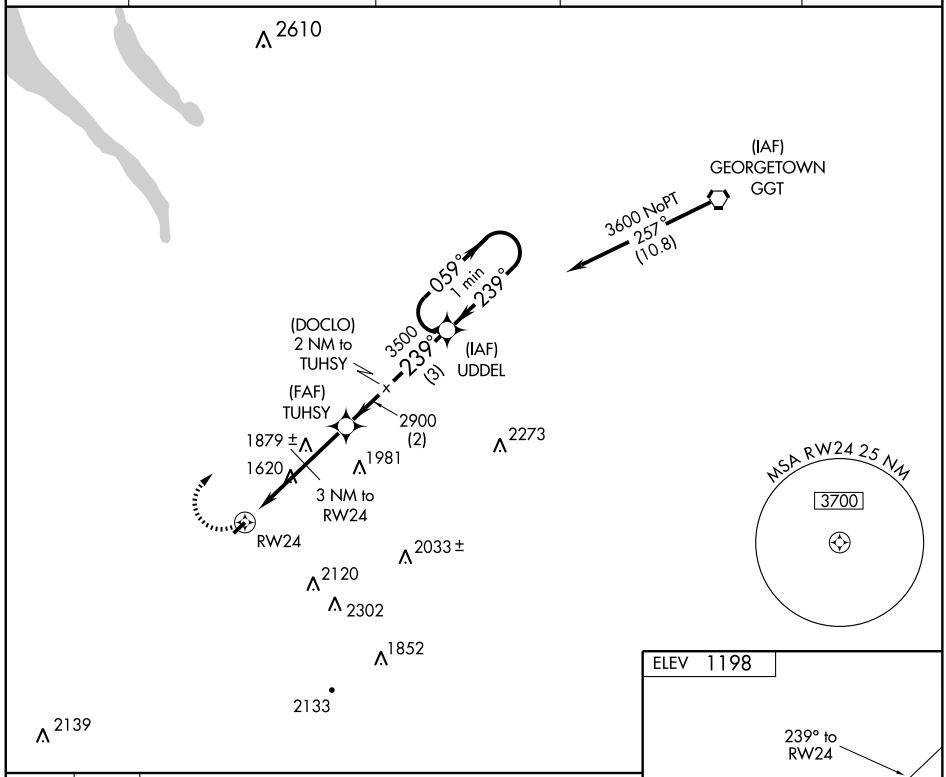
GPS RWY 24

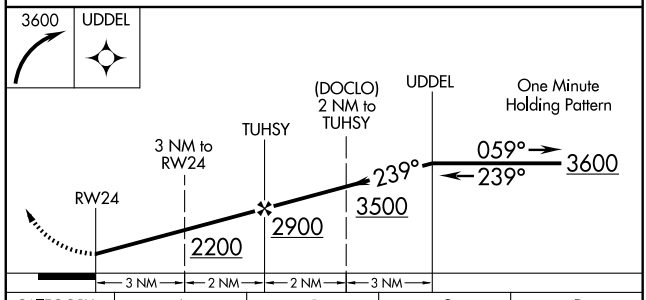
CORTLAND COUNTY-CHASE FIELD (NØ3)

NA

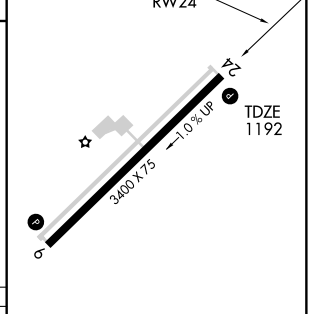
MISSED APPROACH: Climbing right turn to 3600 direct UDDEL WP and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-24	1880-1	688 (700-1)	1880-2 688 (700-2)	NA
CIRCLING	1940-1 742 (800-1)	1940-1¼ 742 (800-1¼)	1980-2¼ 782 (800-2¼)	NA



REIL Rwy 24 L
MIRL Rwy 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC CFB	APP CRS	Rwy Idg	N/A
112.2	002°	TDZE	N/A
Chan 59		Apt Elev	1198

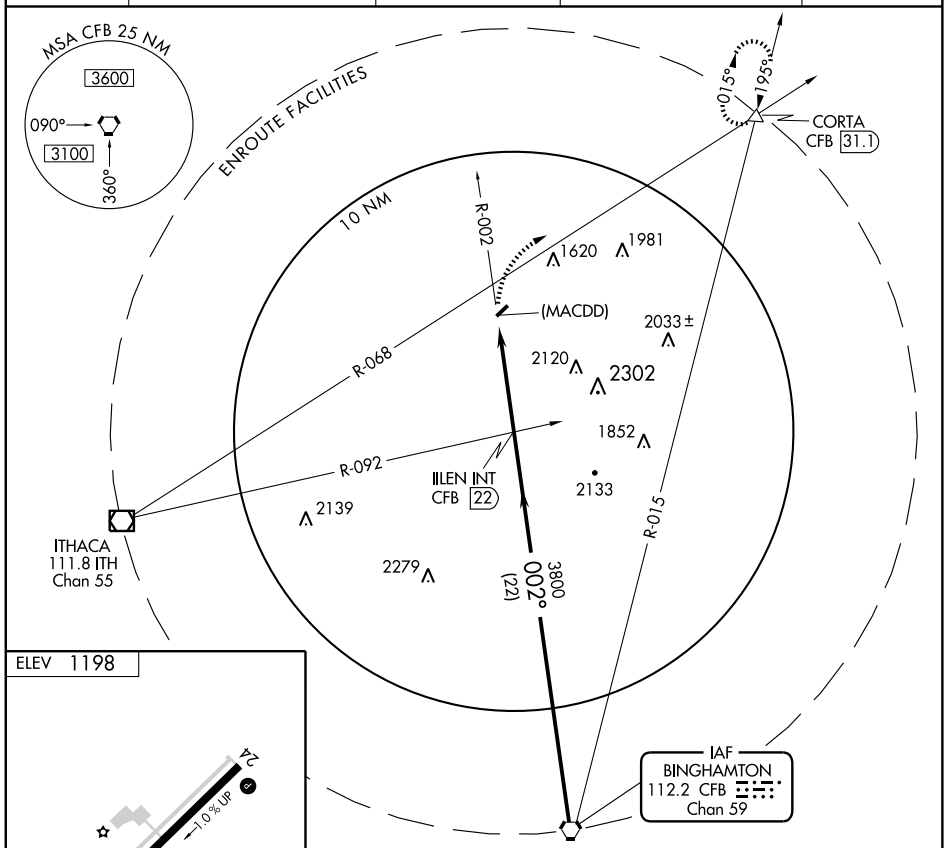
VOR or GPS-A

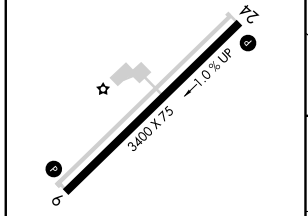
CORTLAND COUNTY-CHASE FIELD (NØ3)

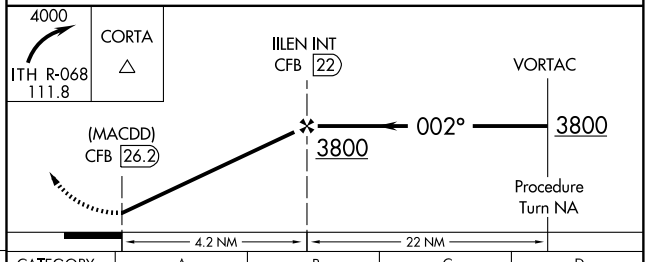
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4000 via ITH VOR/DME R-068 to CORTA Int/CFB 31.1 DME and hold.

AWOS-3	BINGHAMTON APP CON ★	ELMIRA APP CON ★	SYRACUSE APP CON	UNICOM
132.225	118.6 257.625	124.3 257.8 (W)	126.125 269.125 (N-NE)	122.8 (CTAF) L







FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
CIRCLING	2280-1¼ 1082 (1100-1¼)	2280-1½ 1082 (1100-1½)	2280-3 1082 (1100-3)	NA

NE-2. 03 JUN 2010 to 01 JUL 2010

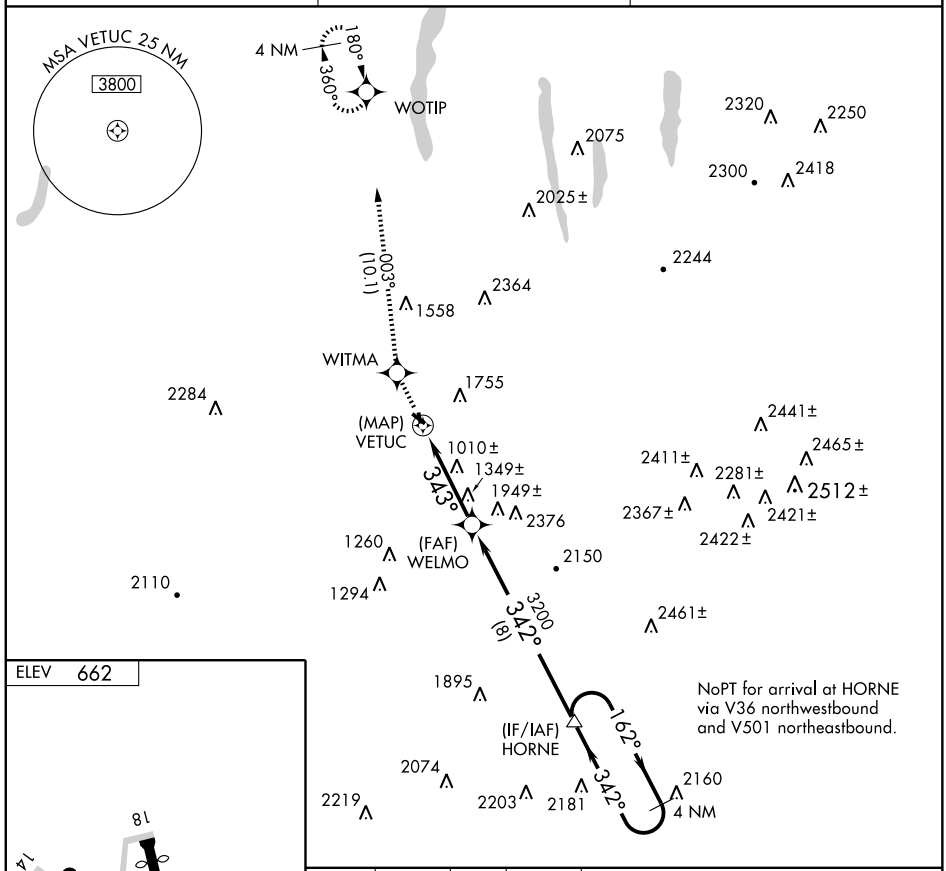
APP CRS	Rwy Idg	N/A
343°	TDZE	N/A
	Apt Elev	662

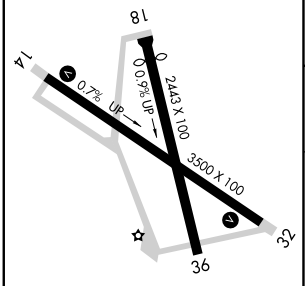
RNAV (GPS) - A
DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

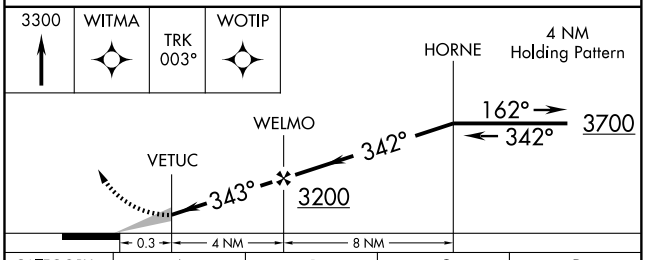
MISSED APPROACH: Climb to 3300 direct WITMA and via 003° track to WOTIP and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L





MIRL Rwys 14-32 and 18-36 L



CATEGORY	A	B	C	D
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

NE-2, 03 JUN 2010 to 01 JUL 2010

DANSVILLE, NEW YORK

AL-595 (FAA)

APP CRS	Rwy Idg	3500
151°	TDZE	635
	Apt Elev	662

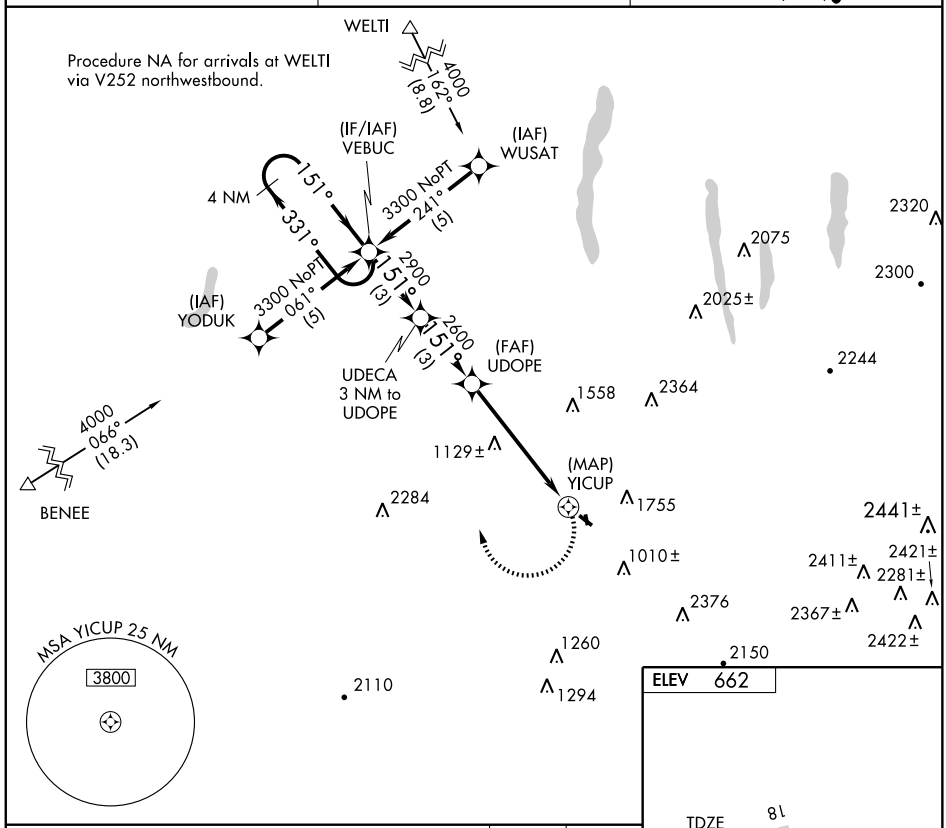
RNAV (GPS) RWY 14

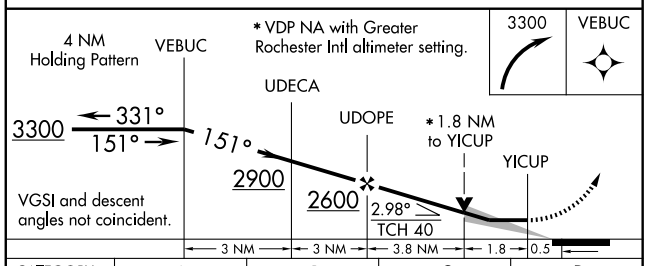
DANSVILLE MUNI (DSV)

DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

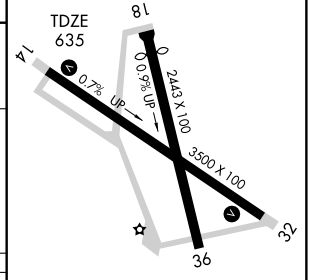
MISSED APPROACH: Climbing right turn to 3300 direct VEBUC and hold.

ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 765 (800-1)	1400-1¼ 765 (800-1¼)	1400-2¼ 765 (800-2¼)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA



MIRL Rwys 14-32 and 18-36 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2278
180°	TDZE	657
	Apt Elev	662

RNAV (GPS) RWY 18
DANSVILLE MUNI (DSV)

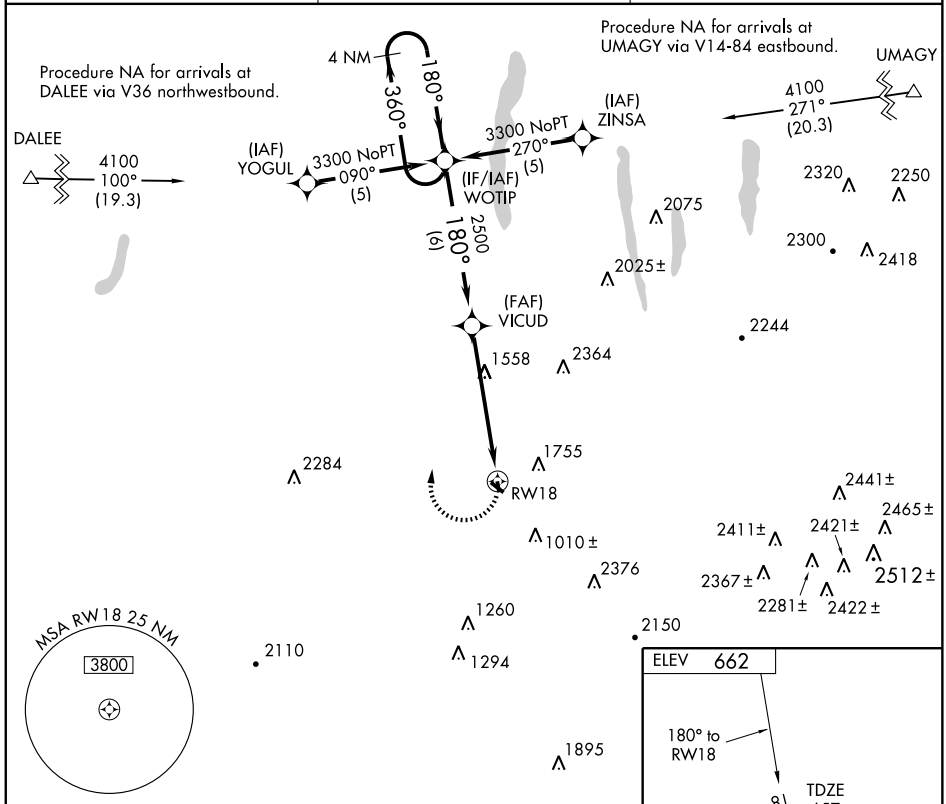
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Greater Rochester Intl altimeter setting and increase all MDAs 100 feet.

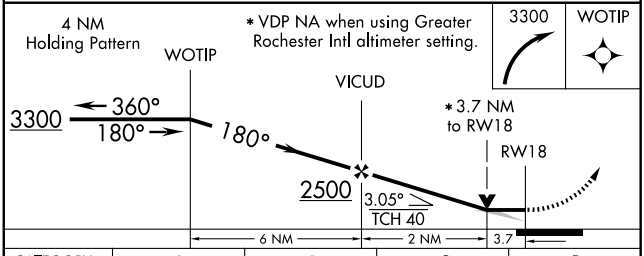
MISSED APPROACH: Climbing right turn to 3300 direct WOTIP and hold.

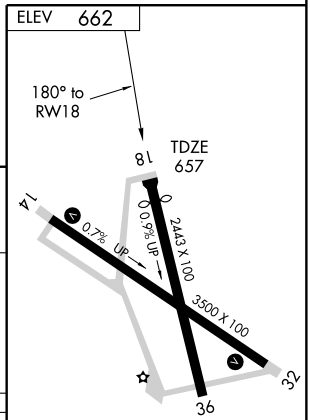
ASOS	ROCHESTER APP CON	UNICOM
118.325	123.7 322.3	123.0 (CTAF) L

Procedure NA for arrivals at DALEE via V36 northwestbound.

Procedure NA for arrivals at UMAGY via V14-84 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	1860-1¼ 1203 (1200-1¼)	1860-1½ 1203 (1200-1½)	1860-3 1203 (1200-3)	NA
CIRCLING	1960-1¼ 1298 (1300-1¼)	2120-1½ 1458 (1500-1½)	2120-3 1458 (1500-3)	NA

MIRL Rwys 14-32 and 18-36 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
056°	TDZE	676
	Apt Elev	693

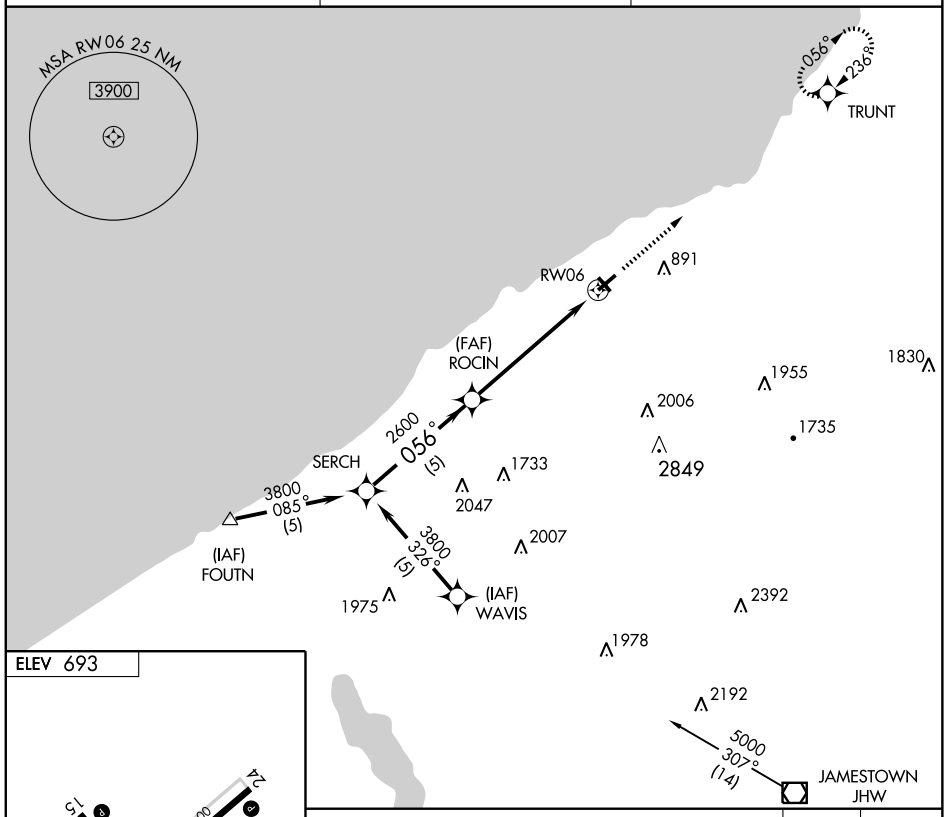
GPS RWY 6

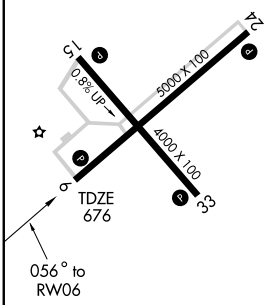
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

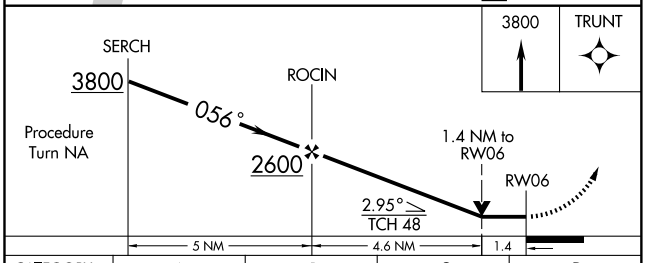
T A NA

MISSED APPROACH: Climb to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-6	1160-1 484 (500-1)		1160-1¼ 484 (500-1¼)	1160-1½ 484 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
236°	TDZE	676
	Apt Elev	693

GPS RWY 24

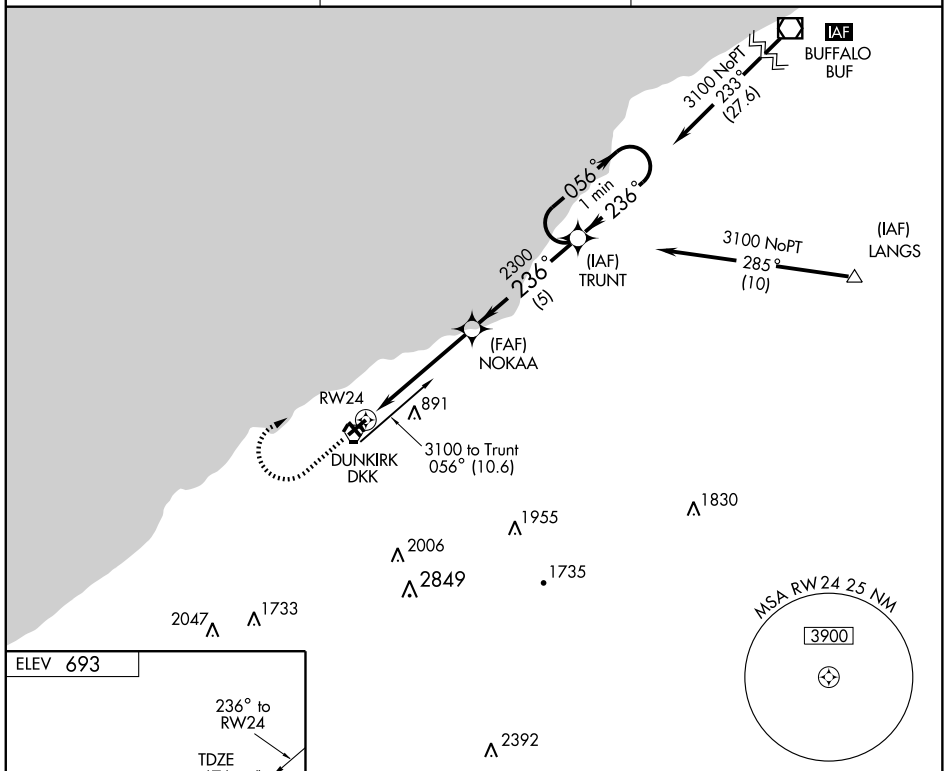
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

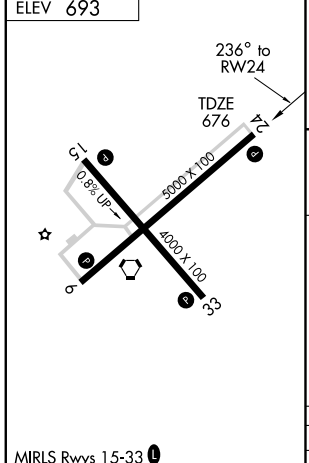
T
NA

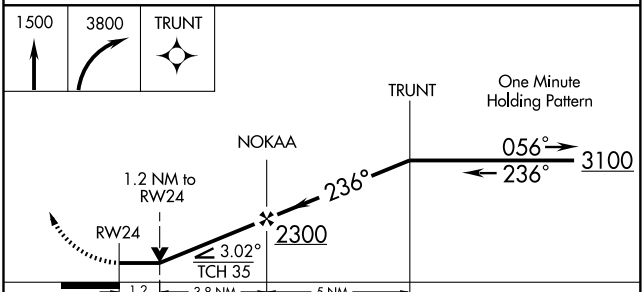
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3800 direct TRUNT WP and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

CATEGORY	A	B	C	D
S-24	1080-1	404 (400-1)	1080-1¼	404 (400-1¼)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
326°	TDZE	693
	Apt Elev	693

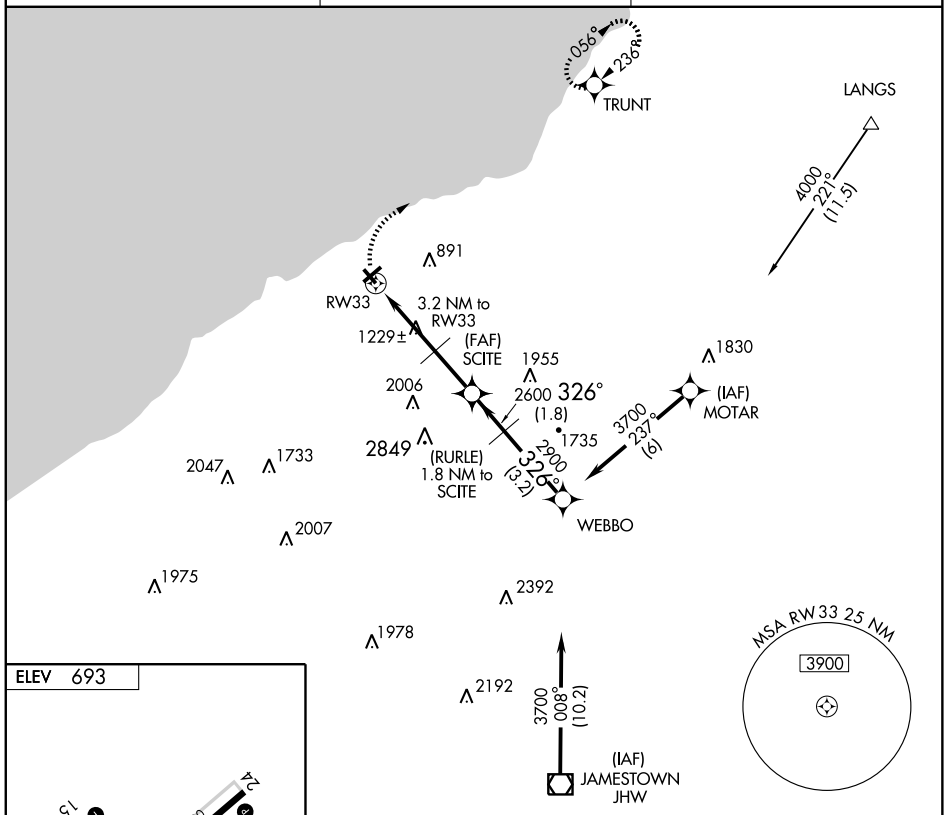
GPS RWY 33

DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

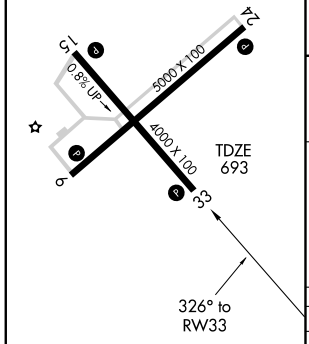
T
NA

MISSED APPROACH: Climbing right turn to 3800 direct TRUNT WP and hold.

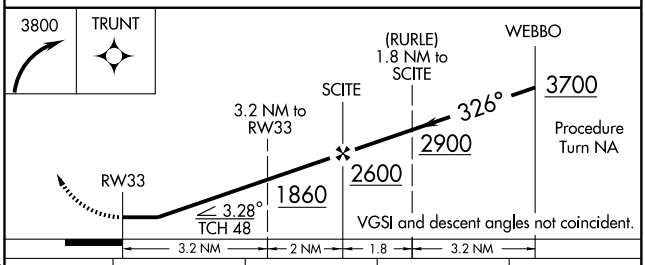
ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L



ELEV 693



MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L



CATEGORY	A	B	C	D
S-33	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1480-2½ 787 (800-2½)
CIRCLING	1480-1 787 (800-1)	1480-1¼ 787 (800-1¼)	1480-2¼ 787 (800-2¼)	1540-2¾ 847 (900-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	070°	TDZE	676
Chan 109		Apt Elev	693

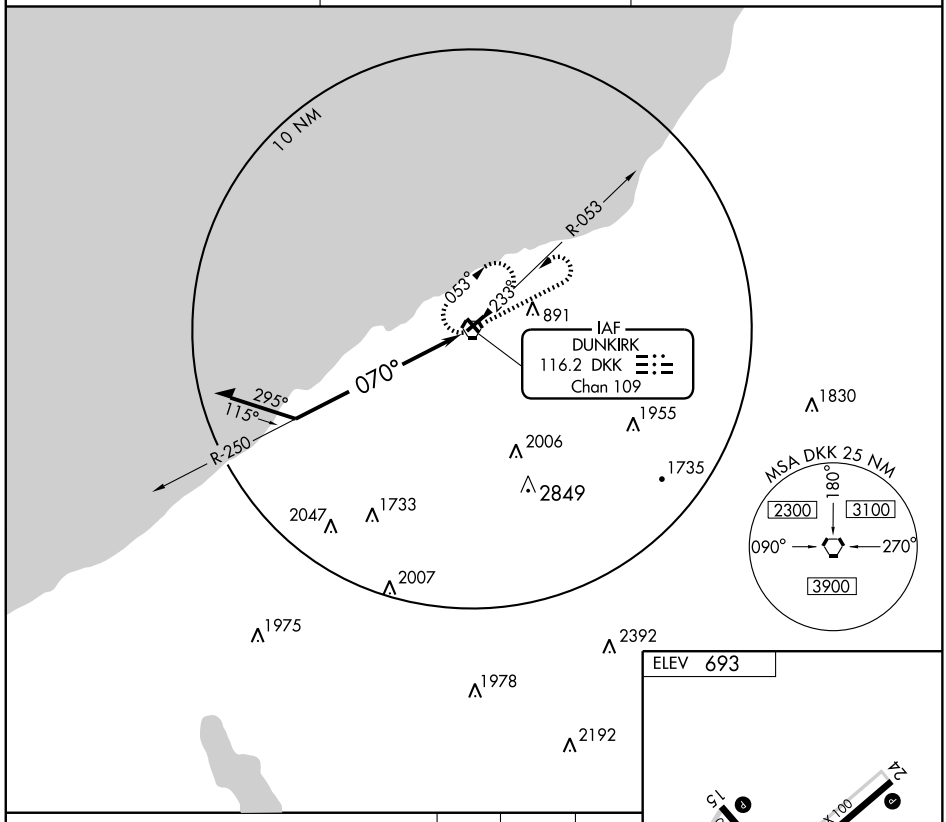
VOR RWY 6

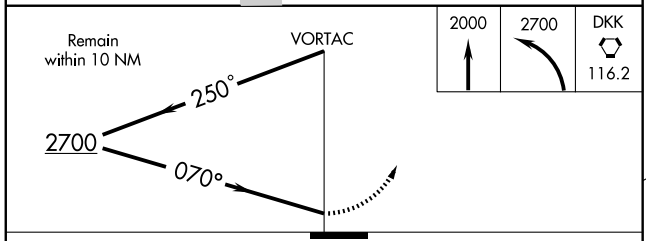
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

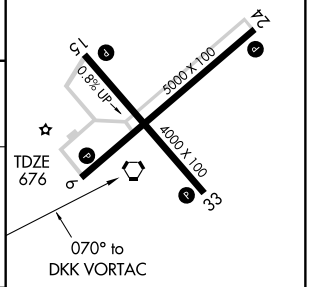
T
A

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DKK VORTAC and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-6	1320-1	644 (700-1)	1320-1¾ 644 (700-1¾)	1320-2 644 (700-2)
CIRCLING	1320-1	627 (700-1)	1320-1¾ 627 (700-1¾)	1540-2¾ 847 (900-2¾)

MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

NE-2. 03 JUN 2010 to 01 JUL 2010

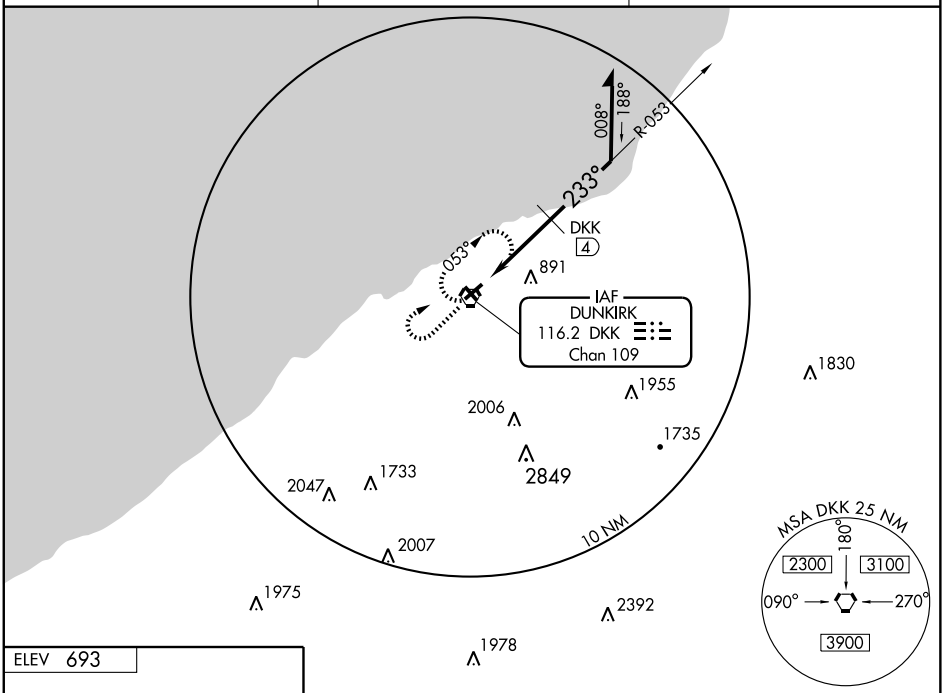
VORTAC DKK	APP CRS	Rwy Idg	5000
116.2	233°	TDZE	676
Chan 109		Apt Elev	693

VOR RWY 24

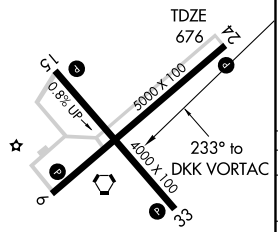
DUNKIRK/CHAUTAUQUA COUNTY/DUNKIRK (DKK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct DKK VORTAC and hold.

ASOS	BUFFALO APP CON	UNICOM
119.275	126.5 317.6	123.075 (CTAF) L

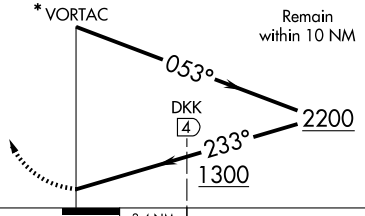


ELEV 693



MIRLS Rwys 15-33 L
REIL Rwys 6 and 24 L
HIRL Rwys 6-24 L

2000	2700	DKK 116.2



*Maintain 2700 or above until established outbound for Procedure Turn.

CATEGORY	A	B	C	D
S-24	1300-1 624 (700-1)		1300-1¾ 624 (700-1¾)	1300-2 624 (700-2)
CIRCLING	1300-1 607 (700-1)		1300-1¾ 607 (700-1¾)	1540-2¾ 847 (900-2¾)
DME MINIMUMS				
S-24	1140-1 464 (500-1)		1140-1¼ 464 (500-1¼)	1140-1½ 464 (500-1½)
CIRCLING	1220-1 527 (600-1)	1240-1 547 (600-1)	1280-1½ 587 (600-1½)	1540-2¾ 847 (900-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4255
282°	TDZE	46
	Apt Elev	55

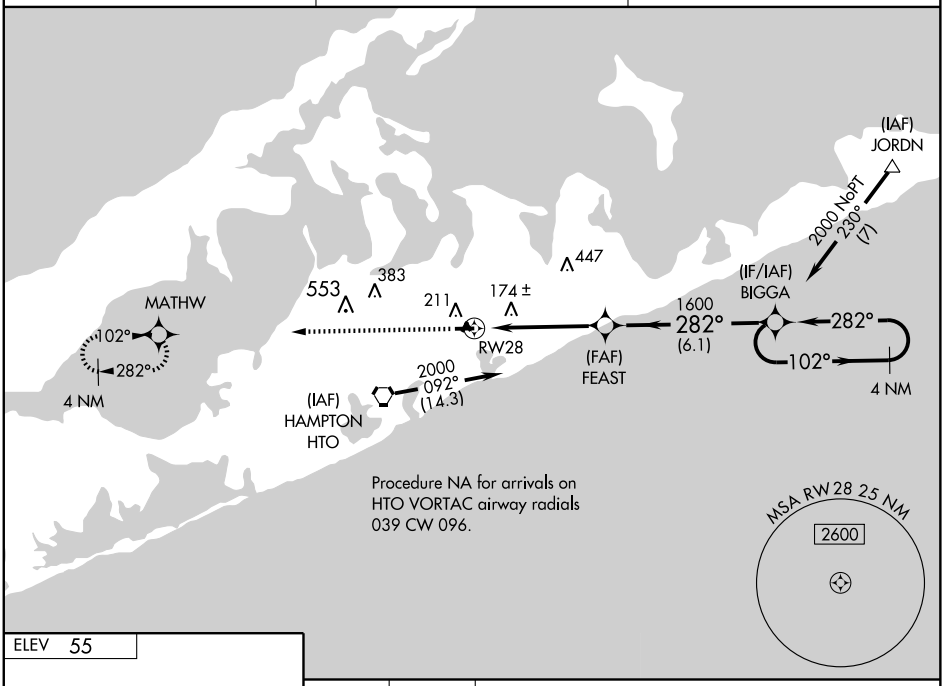
RNAV (GPS) RWY 28
EAST HAMPTON (HTO)

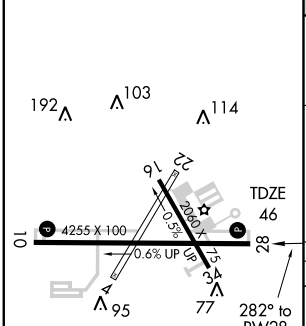
T
NA

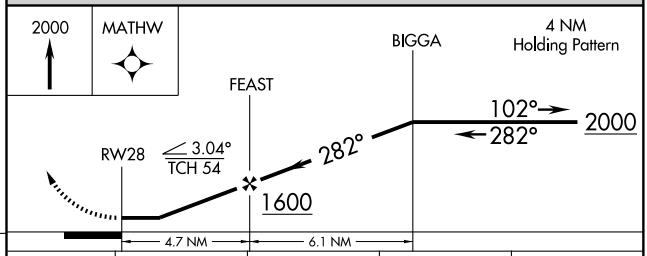
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct MATHW and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	440-1 394 (400-1)			440-1¼ 394 (400-1¼)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	480-1 434 (500-1)		480-1¼ 434 (500-1¼)	480-1½ 434 (500-1½)
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4255
102°	TDZE	55
	Apt Elev	55

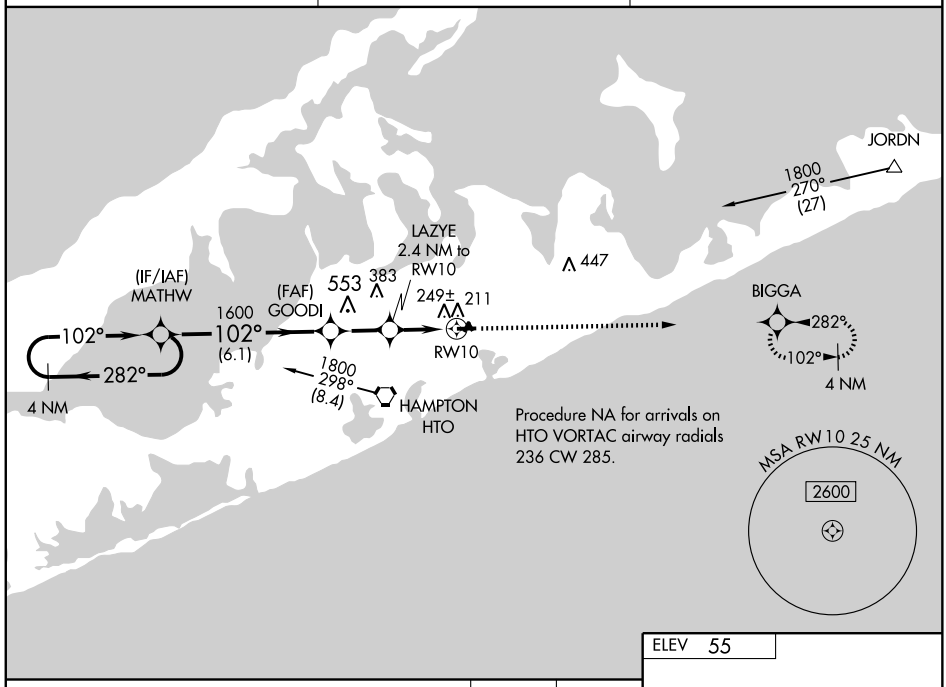
RNAV (GPS) Y RWY 10
EAST HAMPTON (HTO)

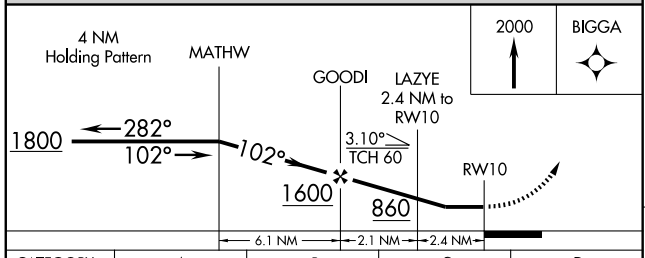
T
NA

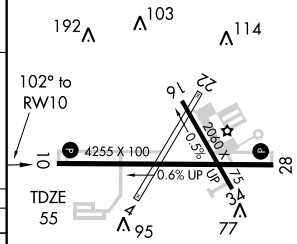
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 445 (500-1)		500-1¼ 445 (500-1¼)	500-1½ 445 (500-1½)
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LNAV MDA	560-1 505 (600-1)		560-1½ 505 (600-1½)	
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

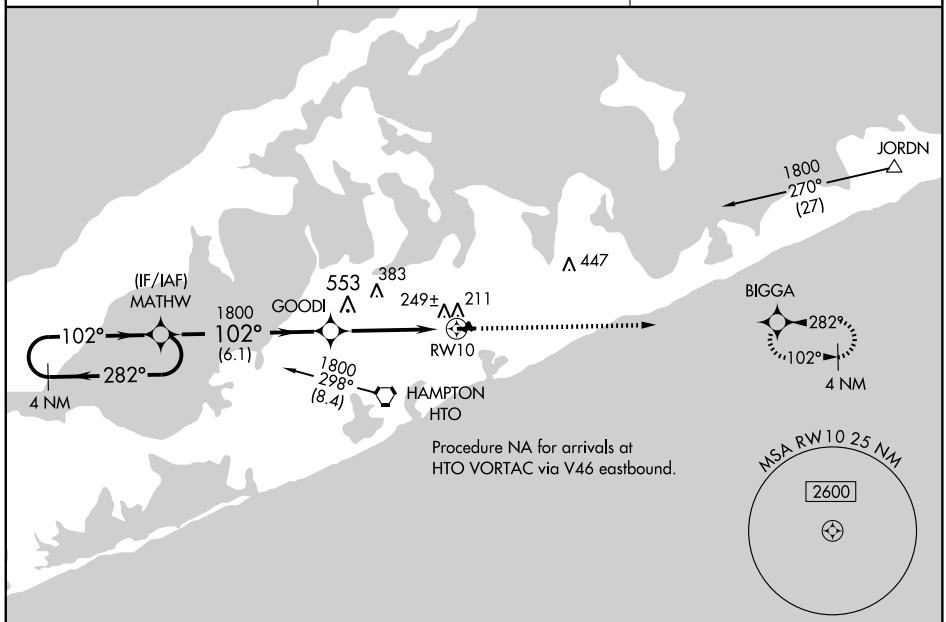
WAAS CH 40112 W10A	APP CRS 102°	Rwy Idg 4255 TDZE 55 Apt Elev 55

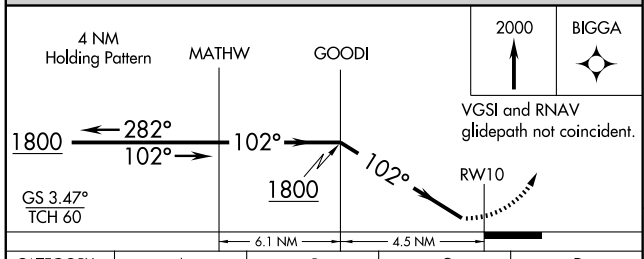
RNAV (GPS) Z RWY 10
EAST HAMPTON (HTO)

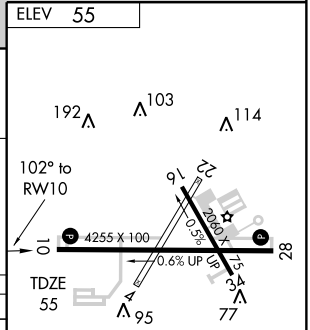
T
NA Baro-VNAV NA when using Westhampton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIGGA and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	408-1	353 (400-1)		NA
LNAV/VNAV DA	524-1½	469 (500-1½)		NA
CIRCLING	560-1½	505 (600-1½)		NA
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
LPV DA	453-1¼	398 (400-1¼)		NA
LNAV/VNAV DA	569-1½	514 (600-1½)		NA
CIRCLING	600-1½	545 (600-1½)		NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

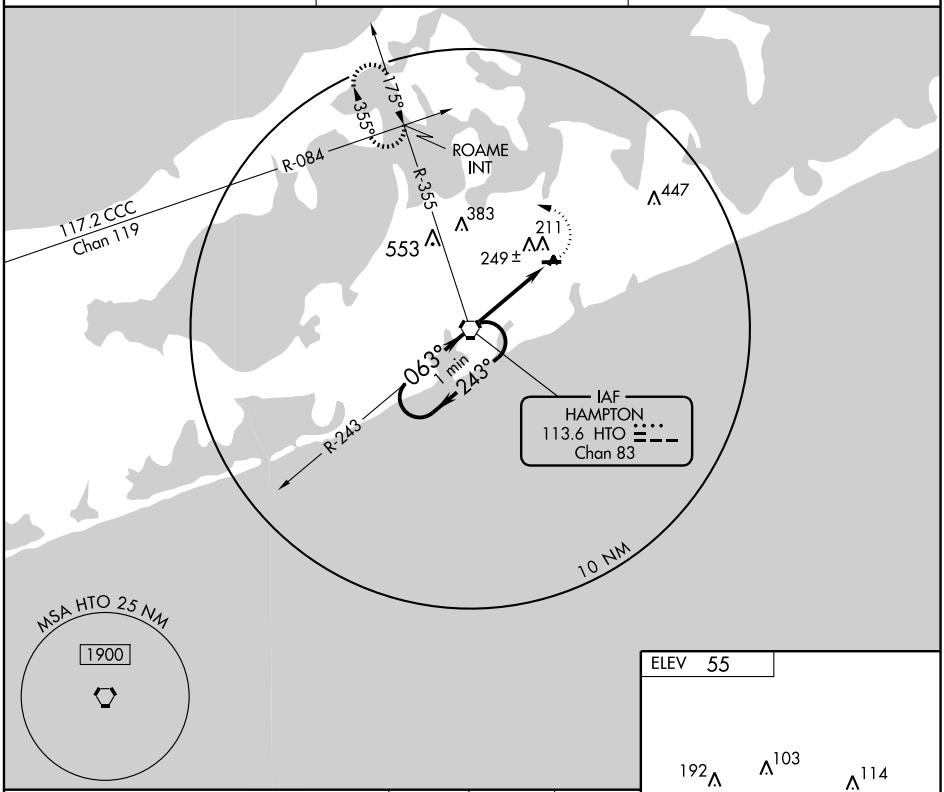
VORTAC HTO	APP CRS	Rwy Idg	N/A
113.6	063°	TDZE	N/A
Chan 83		Apt Elev	55

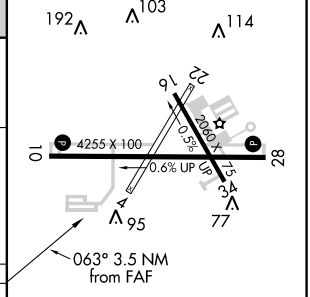
VOR-A
EAST HAMPTON (HTO)

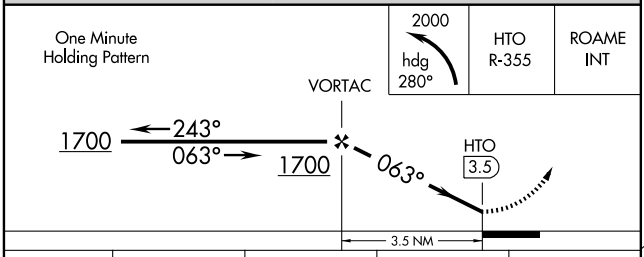
T NA — Obtain local altimeter setting on CTAF; when not received, use Westhampton Beach altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via heading 280° and HTO VORTAC R-355 to ROAME INT and hold.

NEW YORK APP CON	CLNC DEL	UNICOM
125.975 343.65	118.95	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	560-1 505 (600-1)		560-1½ 505 (600-1½)	620-2 565 (600-2)
WESTHAMPTON BEACH ALTIMETER SETTING MINIMUMS				
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3538
061°	TDZE	290
	Apt Elev	290

GPS RWY 4

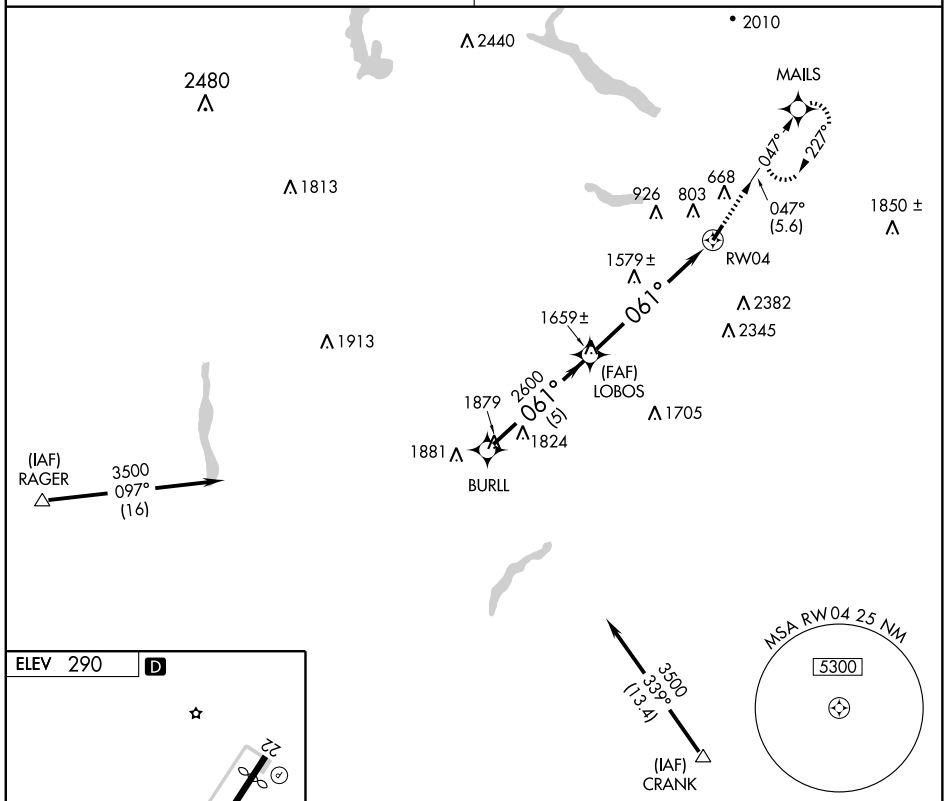
ELLENVILLE/JOSEPH Y RESNICK (N89)

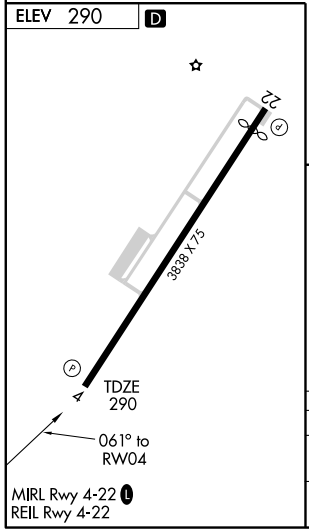
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

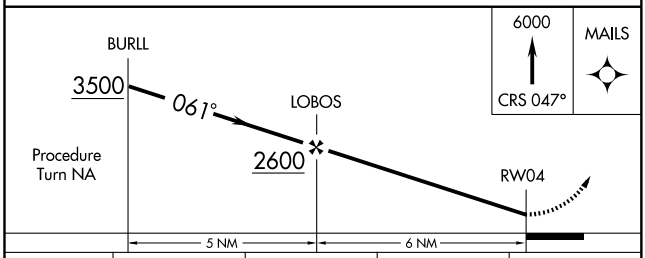
MISSED APPROACH: Climb to 6000 via 047° course to MAILS WP and hold.

NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	
CIRCLING	2180-1¼ 1890 (1900-1¼)	2180-1½ 1890 (1900-1½)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

ELLENVILLE, NEW YORK AL-9390 (FAA)

APP CRS	Rwy Idg	3538
227°	TDZE	289
	Apt Elev	290

GPS RWY 22

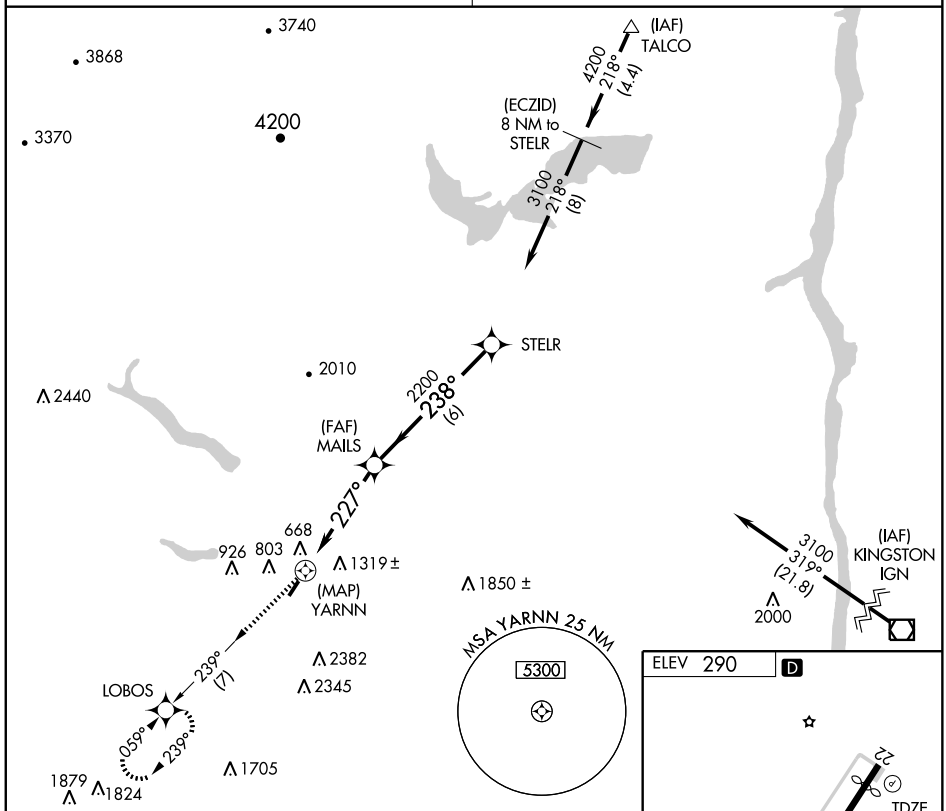
ELLENVILLE/JOSEPH Y RESNICK (N89)

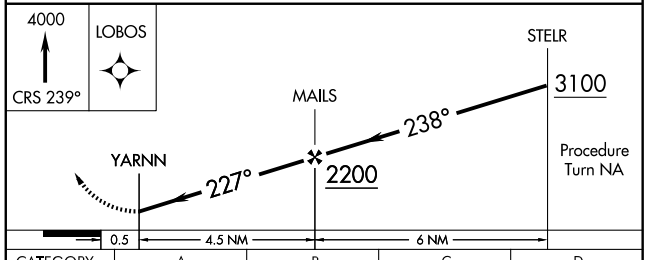
Use Stewart Intl altimeter setting.
Circling not authorized east of Rwy 4-22.

MISSED APPROACH: Climb to 4000 via 239° course to LOBOS WP and hold.

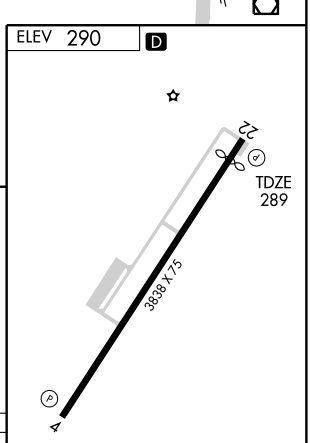
NEW YORK APP CON
132.75 363.1

UNICOM
122.8 (CTAF) L



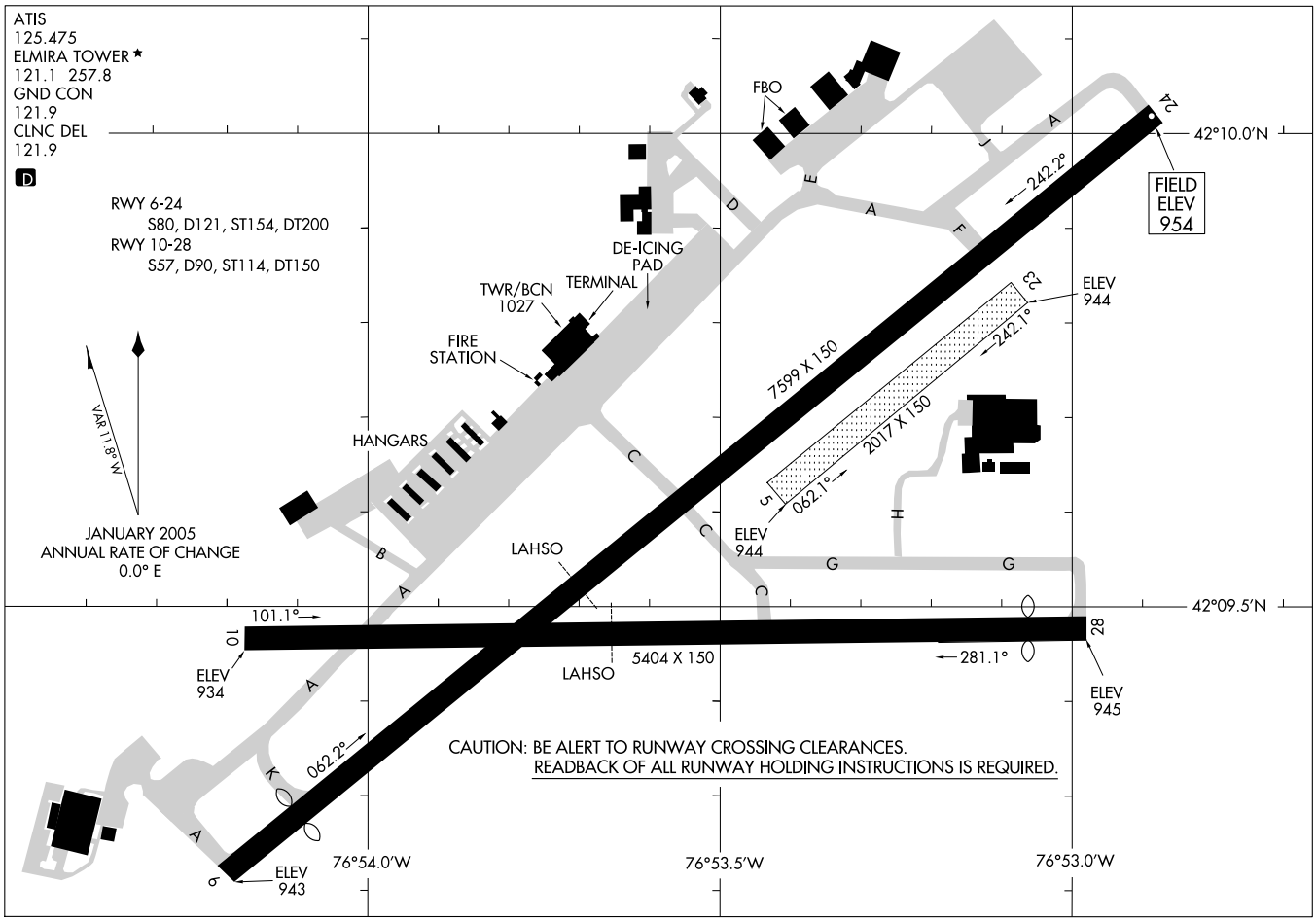


CATEGORY	A	B	C	D
S-22	2080-1¼ 1791 (1800-1¼)	2080-1½ 1791 (1800-1½)	NA	
CIRCLING	2080-1¼ 1790 (1800-1¼)	2080-1½ 1790 (1800-1½)	NA	



MIRL Rwy 4-22 L
REIL Rwy 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010



10042

AIRPORT DIAGRAM

AL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)

ELMIRA, NEW YORK

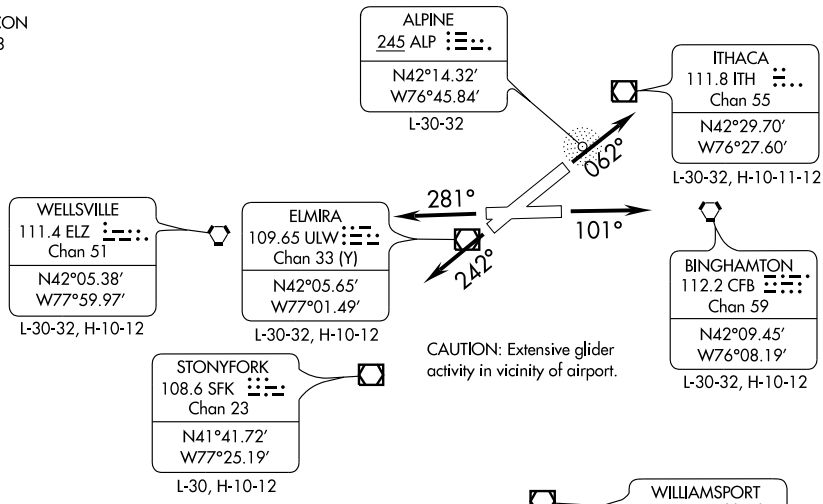
ELMIRA TWO DEPARTURE

SL-131 (FAA)

ELMIRA/CORNING RGNL (ELM)
ELMIRA, NEW YORK

ATIS 125.475
CLNC DEL
121.9
GND CON
121.9
ELMIRA TOWER ★
121.1 257.8
ELMIRA DEP CON
119.45 257.8

TAKE-OFF MINIMUMS:
Rwy 5, 23: NA - ATC.
Rwy 6: 600-2 ¾ or Standard with minimum climb of 325′ per NM to 1700.
Rwy 10: Standard with minimum climb of 449′ per NM to 1600.
Rwy 24: Standard with minimum climb of 423′ per NM to 2400.
Rwy 28: Standard with minimum climb of 636′ per NM to 2100.



NOTE: Chart not to scale.

NOTE: Radar required

NOTE: Procedure NA when ELM APP CON closed.

TAKE-OFF OBSTACLES:

NOTE: Rwy 6: Multiple trees beginning 984′ from DER, 228′ left of centerline, up to 34′ AGL/1023′ MSL.
Multiple trees 2.1 NM from DER, 3938′ left of centerline, up to 100′ AGL/1499′ MSL.
Multiple trees beginning 809′ from DER, 102′ right of centerline, up to 39′ AGL/1028′ MSL.

NOTE: Rwy 10: Poles and multiple trees beginning 551′ from DER, 38′ left of centerline, up to 49′ AGL/998′ MSL.
Pole and multiple trees beginning 130′ from DER, 125′ right of centerline, up to 63′ AGL/1012′ MSL.

NOTE: Rwy 24: Sign and Multiple Trees beginning 870′ from DER, 528′ left of centerline, up to 48′ AGL/1006′ MSL.

NOTE: Rwy 28: Multiple trees beginning 1341′ from DER, 289′ left of centerline, up to 73′ AGL/1012′ MSL.
Tower and multiple trees beginning 440′ from DER, 472′ right of centerline, up to 92′ AGL/1031′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 06: Climb heading 062° to 4000, thence. . . .
TAKE-OFF RUNWAY 24: Climb heading 242° to 4000, thence. . . .
TAKE-OFF RUNWAY 10: Climb heading 101° to 4000, thence. . . .
TAKE-OFF RUNWAY 28: Climb heading 281° to 4000, thence. . . .

. . . . Expect radar vectors to join assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000′. Ten minutes after departure, climb to filed altitude/flight level.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-ELM	APP CRS	Rwy Idg	7599
109.1	242°	TDZE	955
		Apt Elev	955

ILS or LOC RWY 24

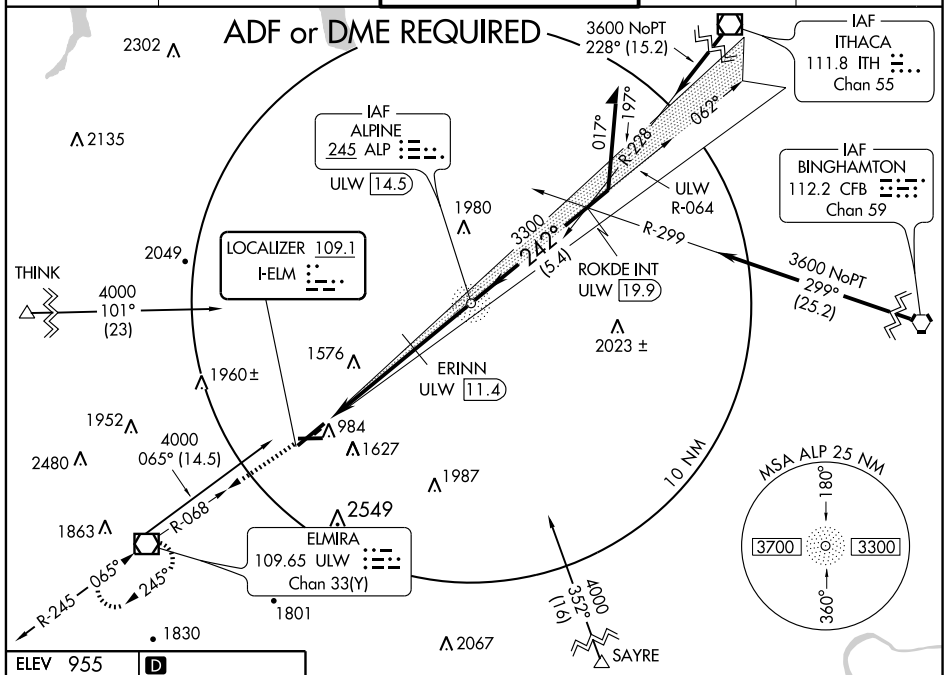
ELMIRA/CORNING RGNL (ELM)

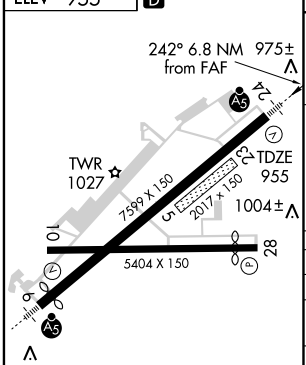
DME from ULW VOR/DME.

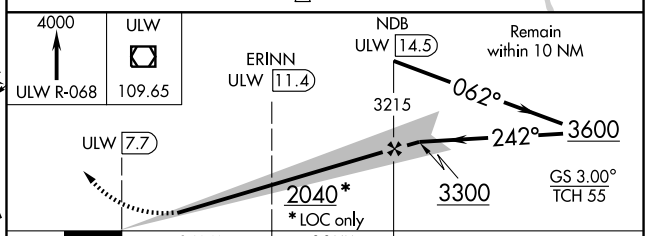
MALSR

MISSED APPROACH: Climb to 4000 via ULW R-068 to ULW VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 24	1205/24 250 (300-½)			
S-LOC 24	2040/40 1085 (1100-¾)	2040/50 1085 (1100-1)	2040-2½ 1085 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	
ERINN FIX MINIMUMS				
S-LOC 24	1600/24 645 (700-½)		1600/60 645 (700-1¼)	1600-1½ 645 (700-1½)
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-UEK	APP CRS	Rwy Idg	6999
109.1	062°	TDZE	944
		Apt Elev	955

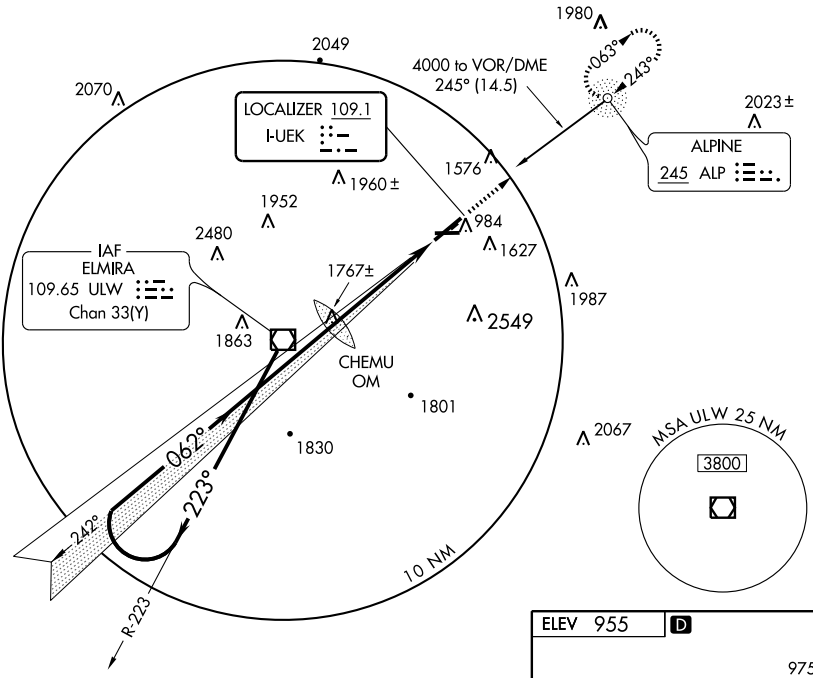
ILS RWY 6

ELMIRA/CORNING RGNL (ELM)

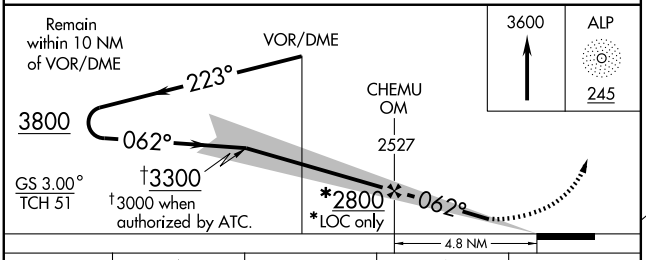
MALSR

MISSED APPROACH: Climb to 3600 direct to ALP NDB and hold.

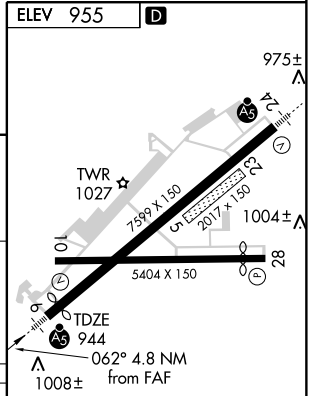
ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95



ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 6	1144-½ 200 (200-½)			
S-LOC 6	2020-¾ 1076 (1100-¾)	2020-1 1076 (1100-1)	2020-2½ 1076 (1100-2½)	
CIRCLING	2060-1¼ 1105 (1200-1¼)	2120-1½ 1165 (1200-1½)	2140-3 1185 (1200-3)	



HIRL Rwy 6-24 L
MIRL Rwy 10-28

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6999
062°	TDZE	944
	Apt Elev	955

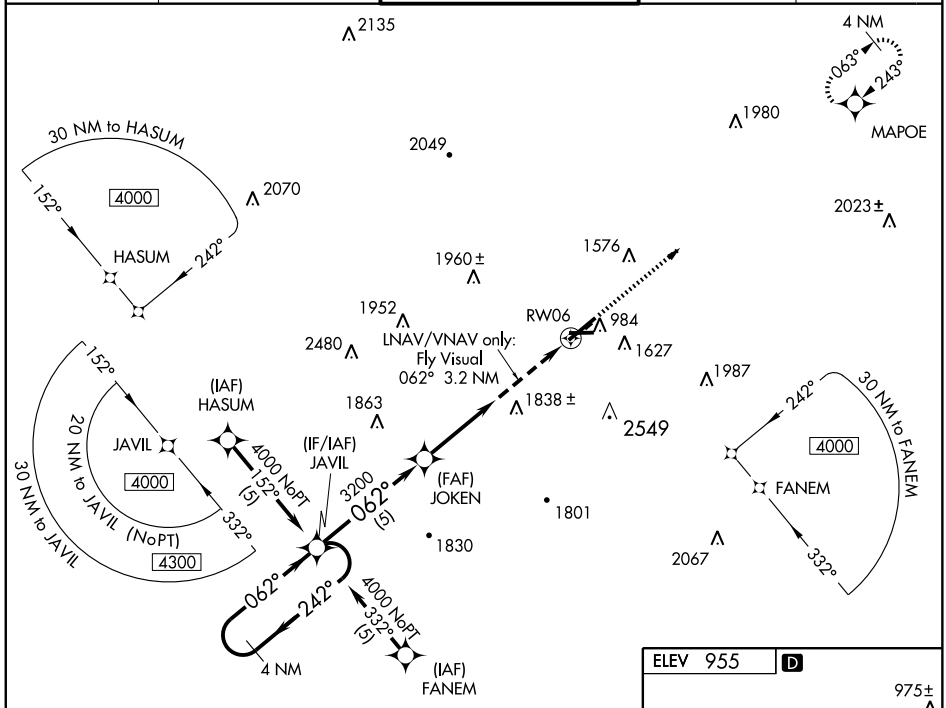
RNAV (GPS) RWY 6
ELMIRA/CORNING RGNL (ELM)

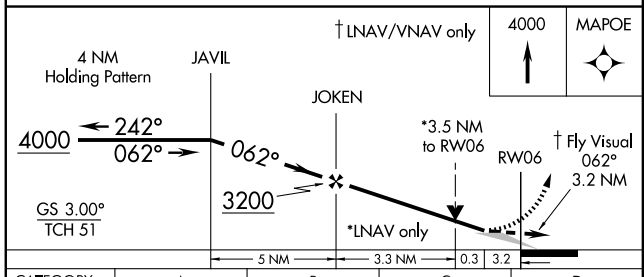
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

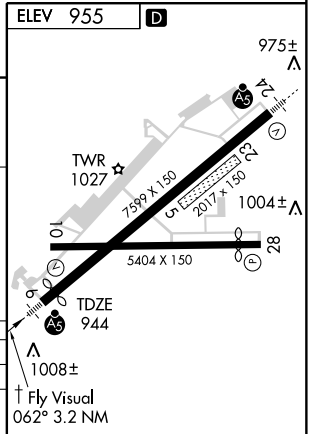
MALSR

MISSED APPROACH: Climb to 4000 direct MAPOE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2020-2 1076 (1100-2)		2020-3 1076 (1100-3)	
LNAV MDA	2100-¾ 1156 (1200-¾)	2100-1 1156 (1200-1)	2100-2½ 1156 (1200-2½)	
CIRCLING	2100-2 1145 (1200-2)	2120-2 1165 (1200-2)	2140-3 1185 (1200-3)	

HIRL Rwy 6-24 L
MIRL Rwy 10-28

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5004
101°	TDZE	942
	Apt Elev	955

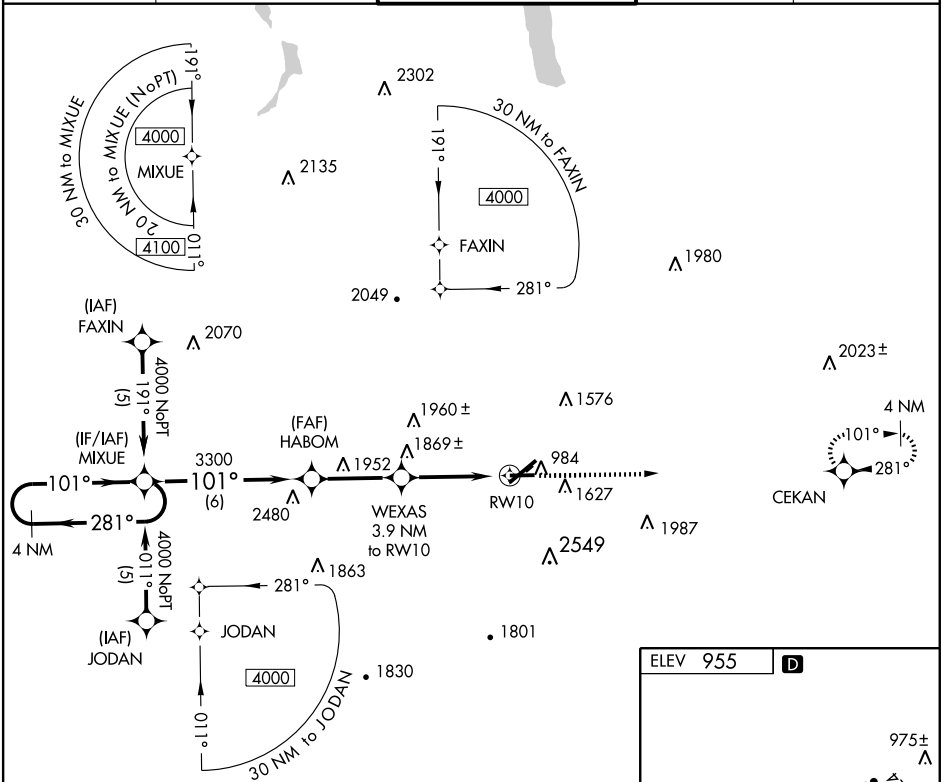
RNAV (GPS) RWY 10

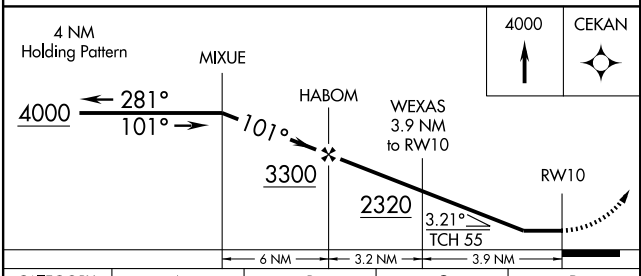
ELMIRA/CORNING RGNL (ELM)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

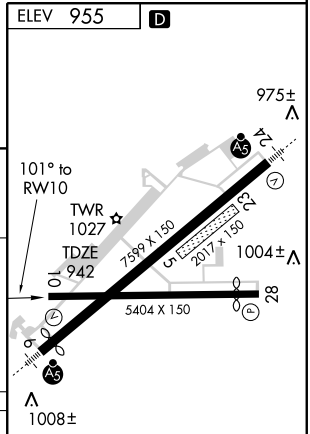
MISSED APPROACH: Climb to 4000 direct CEKAN WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1178 (1200-1¼)	2120-1½ 1178 (1200-1½)	2120-3 1178 (1200-3)	
CIRCLING	2120-1¼ 1165 (1200-1¼)	2120-1½ 1165 (1200-1½)	2120-3 1165 (1200-3)	



APP CRS	Rwy Idg	7599
242°	TDZE	955
	Apt Elev	955

RNAV (GPS) RWY 24

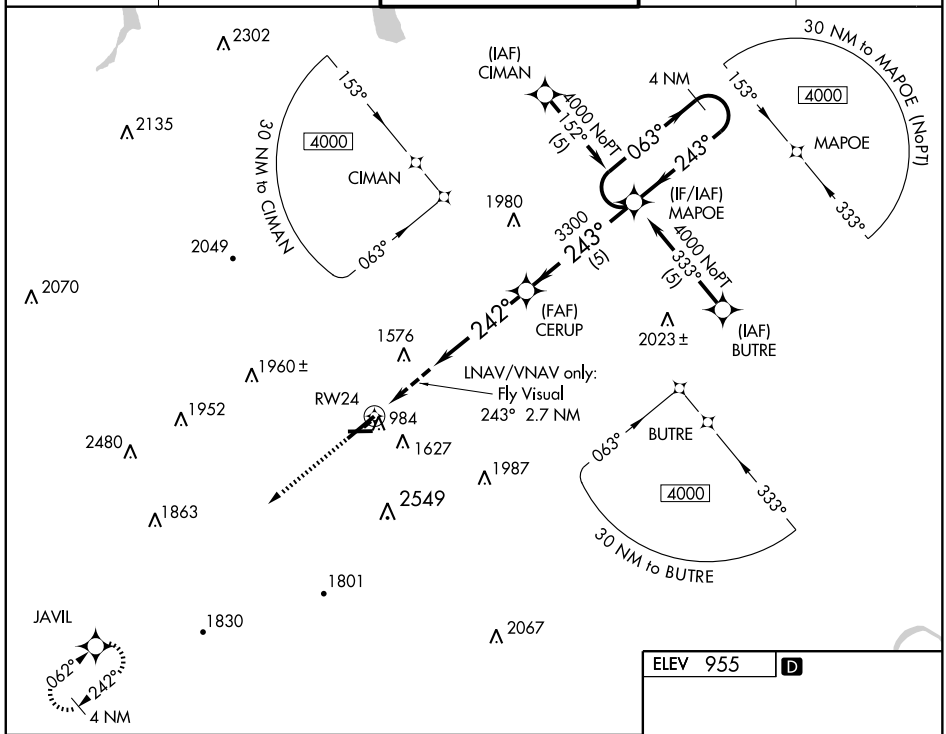
ELMIRA/CORNING RGNL (ELM)

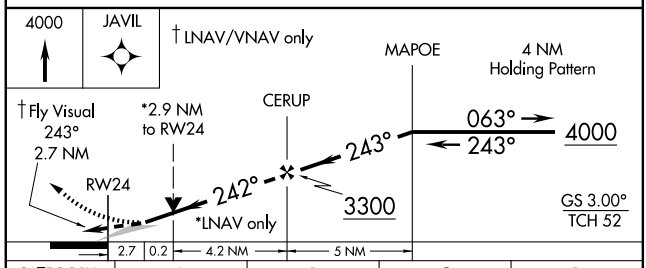
Inoperative table does not apply to LNAV/VNAV. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).

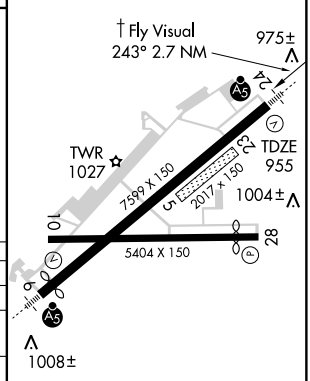
MALSR

MISSED APPROACH: Climb to 4000 direct JAVIL WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1860-2 905 (1000-2)		1860-2¾ 905 (1000-2¾)	1860-3 905 (1000-3)
LNAV MDA	1920/40 965 (1000-¾)	1920/50 965 (1000-1)	1920-2½ 965 (1000-2½)	
CIRCLING	2060-2 1105 (1200-2)	2120-2 1165 (1200-2)	2140-2¾ 1185 (1200-2¾)	2140-3 1185 (1200-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5004
281°	TDZE	945
	Apt Elev	955

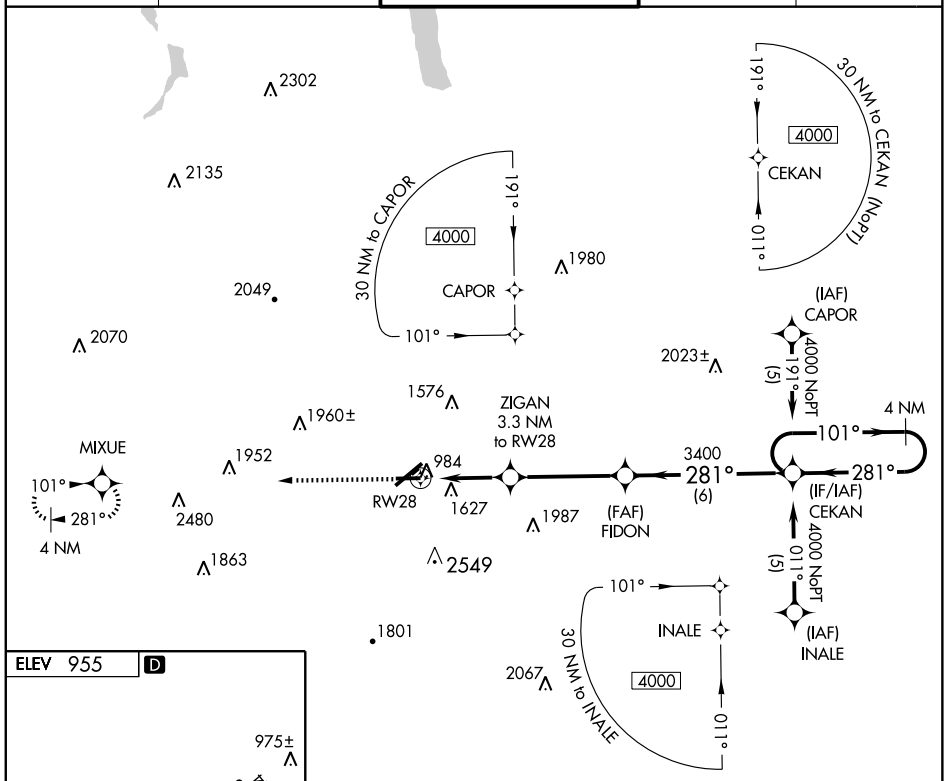
RNAV (GPS) RWY 28
ELMIRA/CORNING RGNL (ELM)

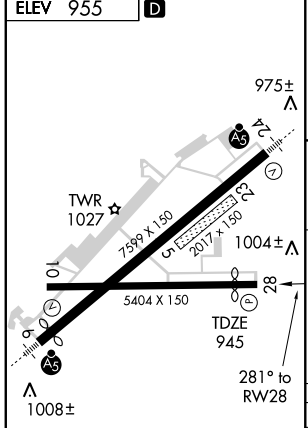
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

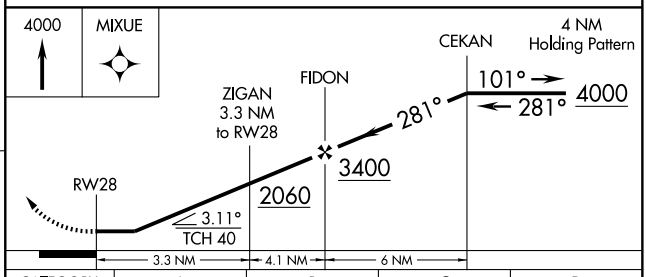
NA

MISSED APPROACH: Climb to 4000 direct MIXUE WP and hold.

ATIS	ELMIRA APP CON ★	ELMIRA TOWER ★	GND CON	UNICOM
125.475	119.45 257.8	121.1 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1920-1¼ 975 (1000-1¼)	1920-1½ 975 (1000-1½)	1920-3 975 (1000-3)	
CIRCLING	2040-1¼ 1085 (1100-1¼)	2100-1½ 1145 (1200-1½)	2100-3 1145 (1200-3)	

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3900
036°	TDZE	833
	Apt Elev	833

RNAV (GPS) RWY 3

ENDICOTT/ TRI-CITIES (CZG)

T NA — Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing left turn to 3400 direct HEPVO and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L

Procedure NA for arrival on CFB VORTAC airway radials 154 CW 220.

BINGHAMTON CFB

4200 to HEPVO 204° (18.2)

1632± 1732 1804 1614 1949 1725 1184 1564 1649 1760 RW03 2564 1726 1899± 1910 2081± 2180

FOMPI 5.4 NM to RW03

(FAF) GOKYI

(IAF) OKZUS

3400 NoPT 128° (5.5)

3400 036° (6.1)

(IF/IAF) HEPVO

036° 216° 4 NM

MSA RW03 25 NM 3700

Procedure NA for arrival at NOSEE on V29 Southbound.

3400 NoPT 307° (14.3)

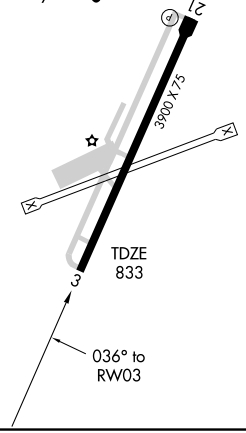
(IAF) NOSEE

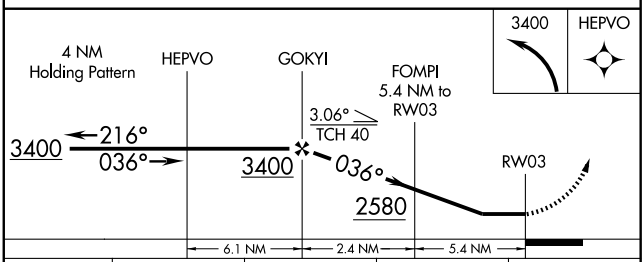
ELEV 833

REIL Rwy 3

REIL Rwy 21 L

MIRL Rwy 3-21 L





CATEGORY	A	B	C	D
LNAV MDA	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	2160-3 1327 (1400-3)	NA
CIRCLING	2160-1¼ 1327 (1400-1¼)	2160-1½ 1327 (1400-1½)	2160-3 1327 (1400-3)	NA

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3900
216°	TDZE	833
	Apt Elev	833

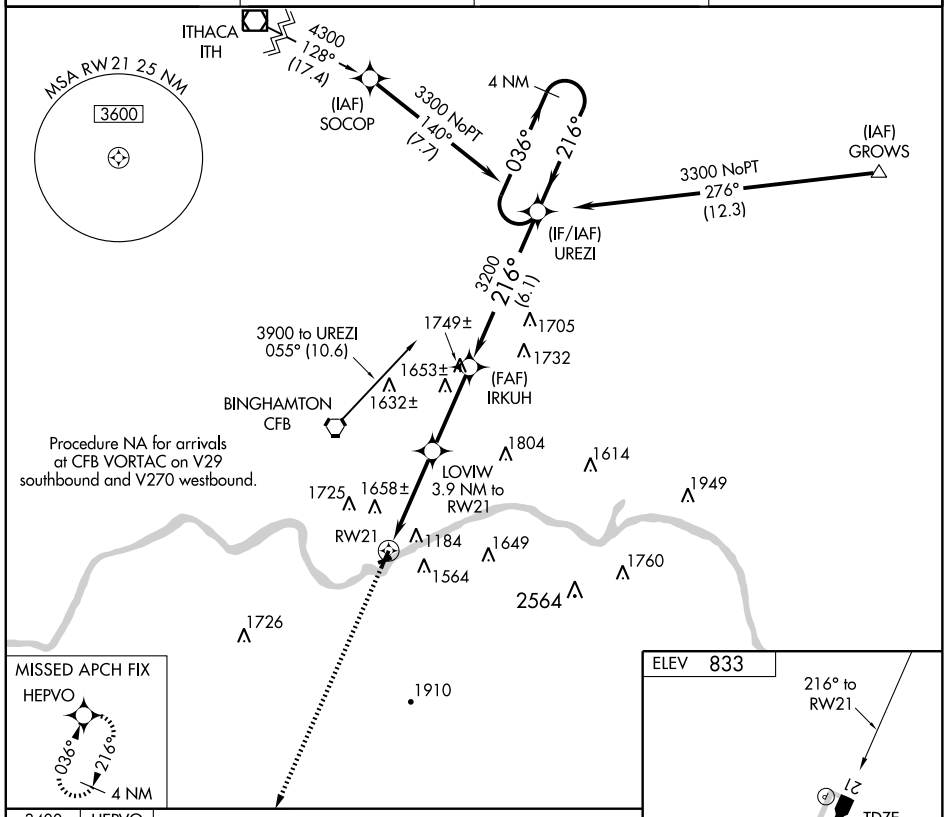
RNAV (GPS) RWY 21

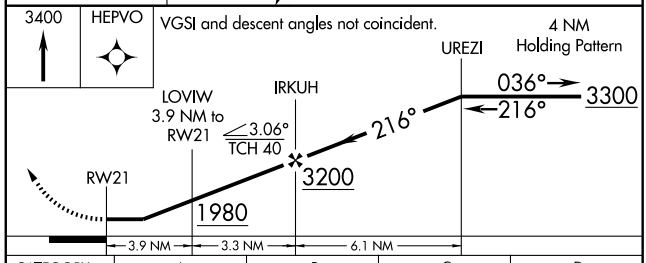
ENDICOTT/ TRI-CITIES (CZG)

T A NA — Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet and visibility LNAV Cat B and C ½mile.

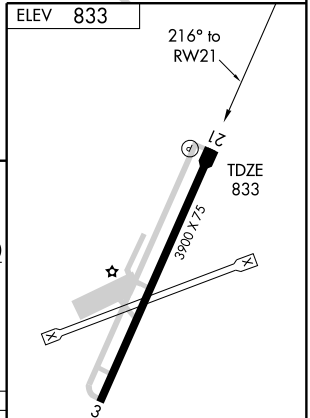
MISSED APPROACH: Climb to 3400 direct HEPVO and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1780-1¼	947 (1000-1¼)	1780-2¾ 947 (1000-2¾)	NA
CIRCLING	1940-1¼ 1107 (1200-1¼)	1960-1½ 1127 (1200-1½)	2020-3 1187 (1200-3)	NA



REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC CFB 112.2 Chan 59	APP CRS 170°	Rwy Idg N/A TDZE N/A Apt Elev 833

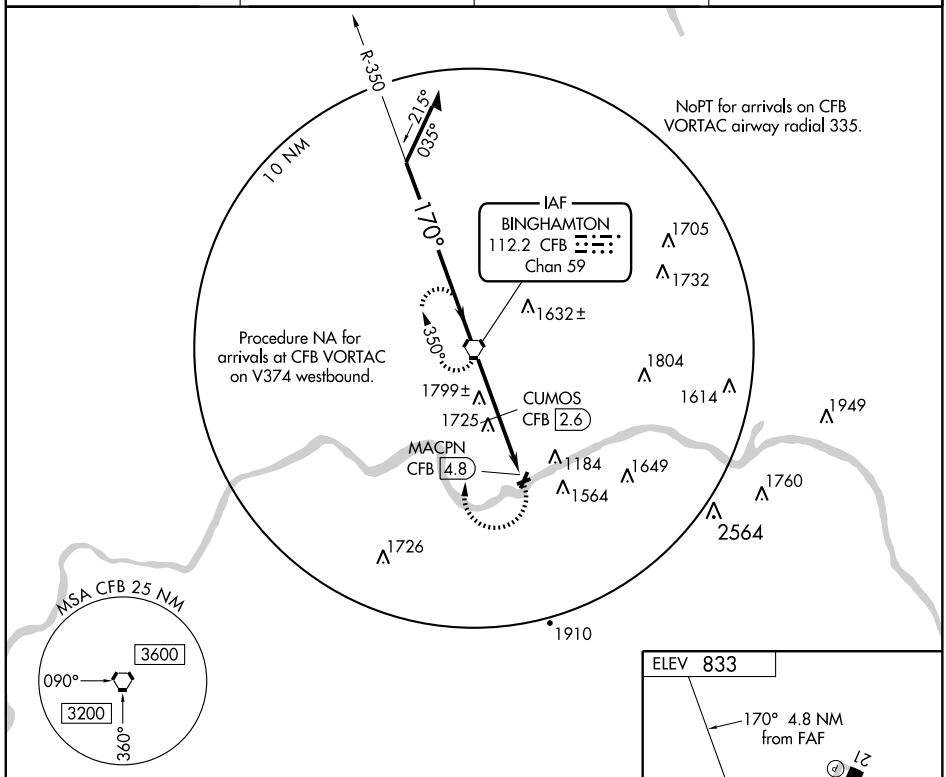
VOR-A

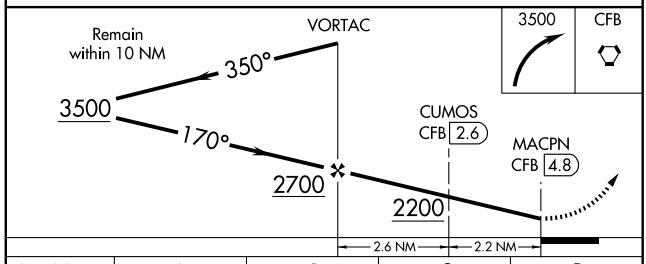
ENDICOTT/ TRI-CITIES (CZG)

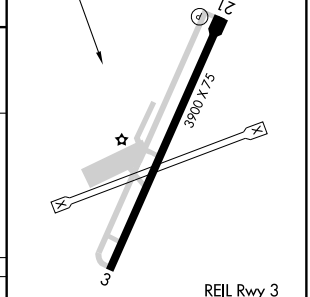
Circling NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 3500 direct CFB VORTAC and hold.

AWOS-3	BINGHAMTON APP CON ★	CLNC DEL	UNICOM
119.075	118.6 257.625	121.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1367 (1400-1¼)	2200-1½ 1367 (1400-1½)	2200-3 1367 (1400-3)	NA
CUMOS FIX MINIMUMS				
CIRCLING	2000-1¼ 1167 (1200-1¼)	2000-1½ 1167 (1200-1½)	2020-3 1187 (1200-3)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

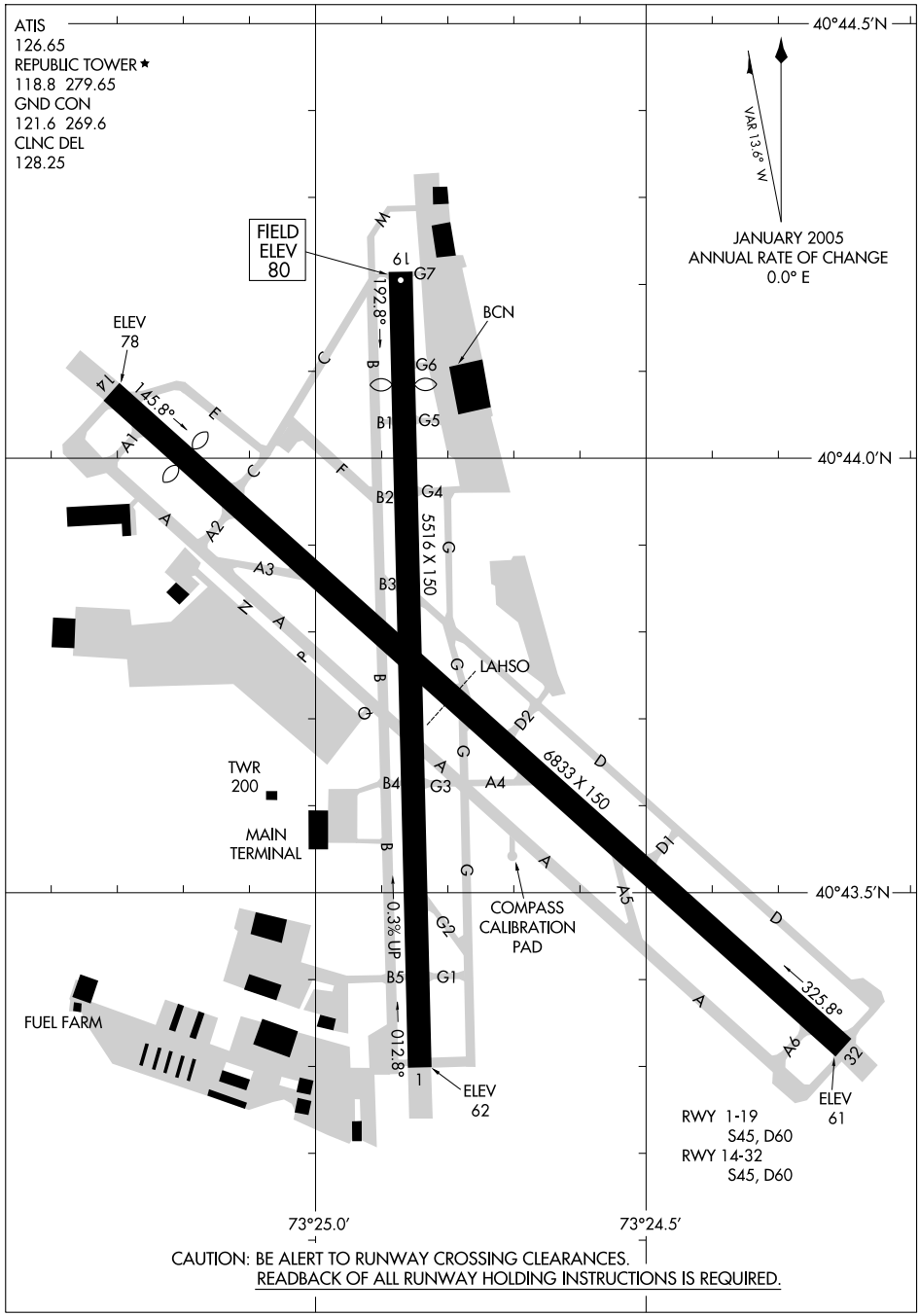
NE-2. 03 JUN 2010 to 01 JUL 2010

10154

AIRPORT DIAGRAM

AL-704 (FAA)

FARMINGDALE / REPUBLIC (FRG)
FARMINGDALE, NEW YORK

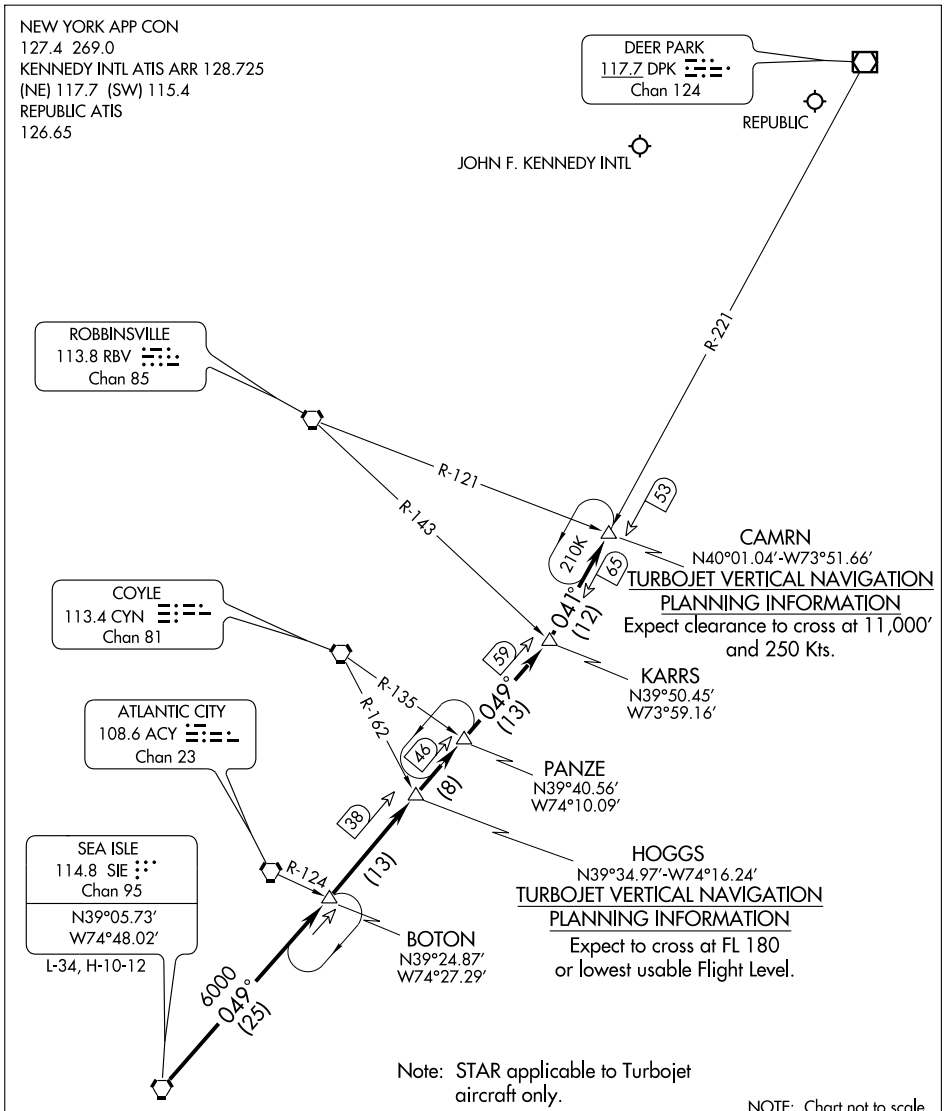


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

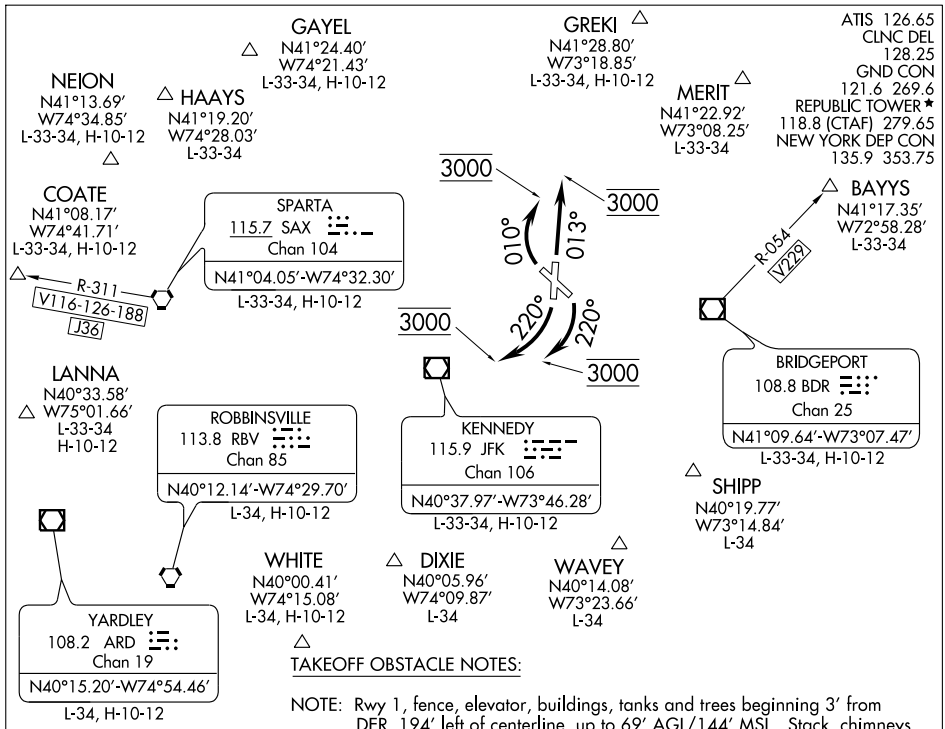
CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

FARMINGDALE FOUR DEPARTURE



TAKEOFF OBSTACLE NOTES:

NOTE: Rwy 1, fence, elevator, buildings, tanks and trees beginning 3′ from DER, 194′ left of centerline, up to 69′ AGL/144′ MSL. Stack, chimneys, antennas, hangars, buildings, poles and trees beginning 144′ from DER, 246′ right of centerline, up to 80′ AGL/155′ MSL. Tank 5912′ from DER, 1427′ left of centerline, 139′ AGL/235′ MSL.

NOTE: Rwy 14, road, pole, and trees beginning 182′ from DER, 24′ right of centerline, up to 70′ AGL/120′ MSL. Poles and trees beginning 534′ from DER, 97′ left of centerline, up to 74′ AGL/124′ MSL.

NOTE: Rwy 19, sign, hangar, poles, and trees beginning 78′ from DER, 14′ right of centerline, up to 65′ AGL/115′ MSL. Buildings, poles, and trees beginning 182′ from DER, 71′ left of centerline, up to 75′ AGL/125′ MSL. Tower 2454′ from DER, 318′ right of centerline, 84′ AGL/142′ MSL.

NOTE: Rwy 32, fence, poles, and trees beginning 146′ from DER, 23′ right of centerline, up to 69′ AGL/139′ MSL. Traffic signal, poles, antenna, and trees beginning 330′ from DER, 124′ left of centerline, up to 72′ AGL/142′ MSL. Tank 1.35 NM from DER, 1122′ left of centerline, 107′ AGL/297′ MSL.

TAKE-OFF MINIMUMS:
Rwy 14, 19, standard.
Rwy 1, 200-1¼ or standard with minimum climb of 207′ per NM to 300.
Rwy 32, standard with minimum climb of 242′ per NM to 800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 1: Climb heading 013°, maintain 3000 feet, thence . . . .
TAKE-OFF RUNWAY 14 and 19: Climbing right turn via heading 220°, maintain 3000 feet, thence. . . .
TAKE-OFF RUNWAY 32: Climbing right turn via heading 010°, maintain 3000 feet, thence . . . .

. . . . via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

BAYYS DEPARTURES: Expect vectors to BDR VOR/DME R-054 to BAYYS INT.
COATE DEPARTURES: Expect vectors to SAX VORTAC/SAX R-311 to COATE INT.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-FRG	APP CRS	Rwy Idg	6157
111.9	146°	TDZE	77
		Apt Elev	80

ILS or LOC RWY 14

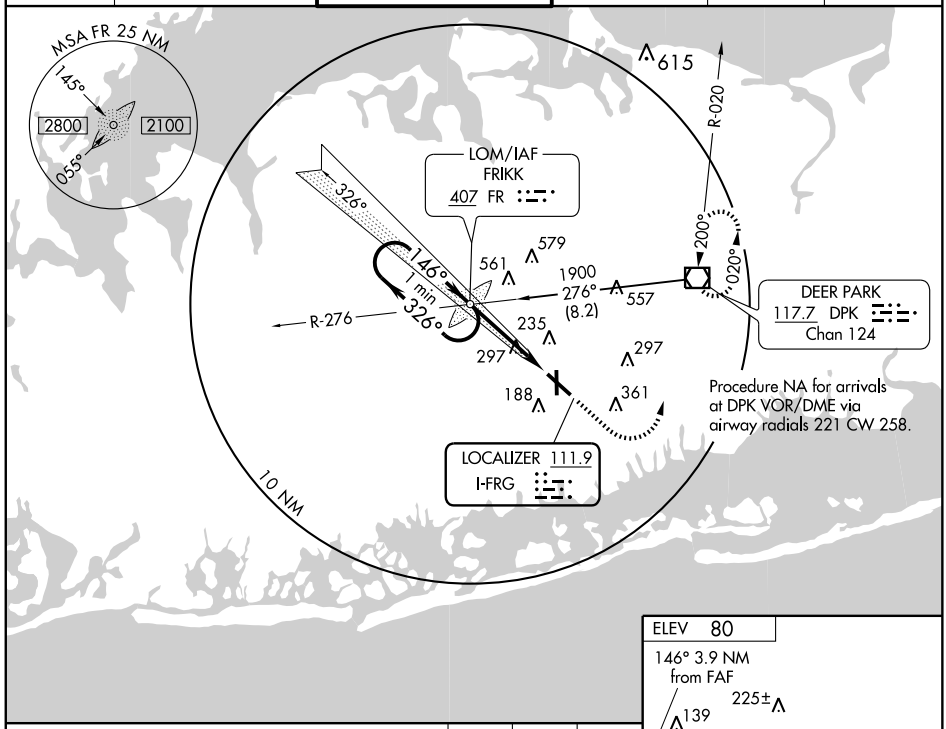
FARMINGDALE/REPUBLIC (FRG)

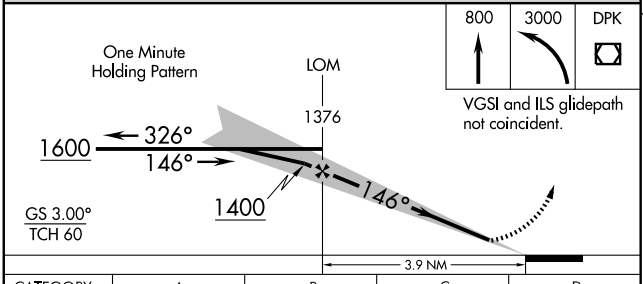
Inoperative table does not apply to S-ILS 14. Autopilot coupled approach NA below 310. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase S-LOC 14 and Circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 14 Cat A and B visibility ¼ mile.

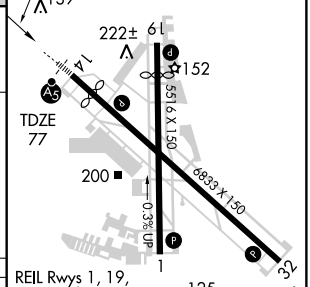
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
S-ILS 14	277-¾ 200 (200-¾)			
S-LOC 14	560-¾ 483 (500-¾)			560-1 483 (500-1)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

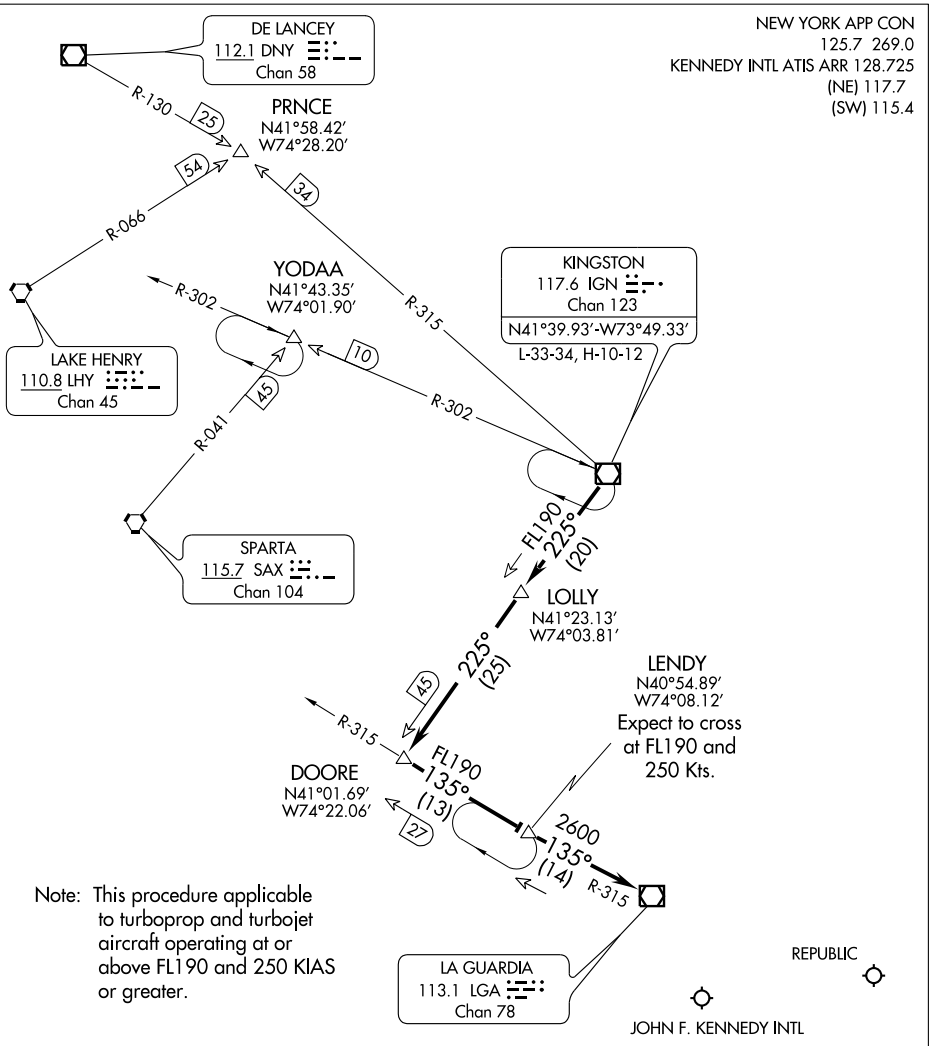
FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:51	2:34	1:55	1:32	1:17

NE-2. 03 JUN 2010 to 01 JUL 2010

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

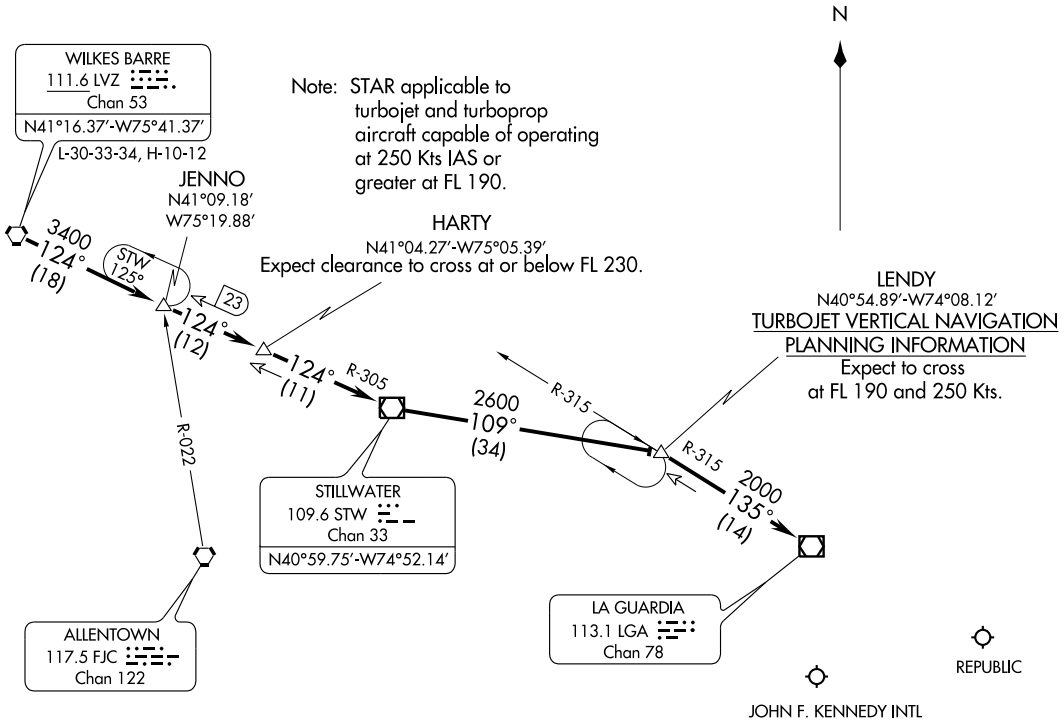
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295



From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

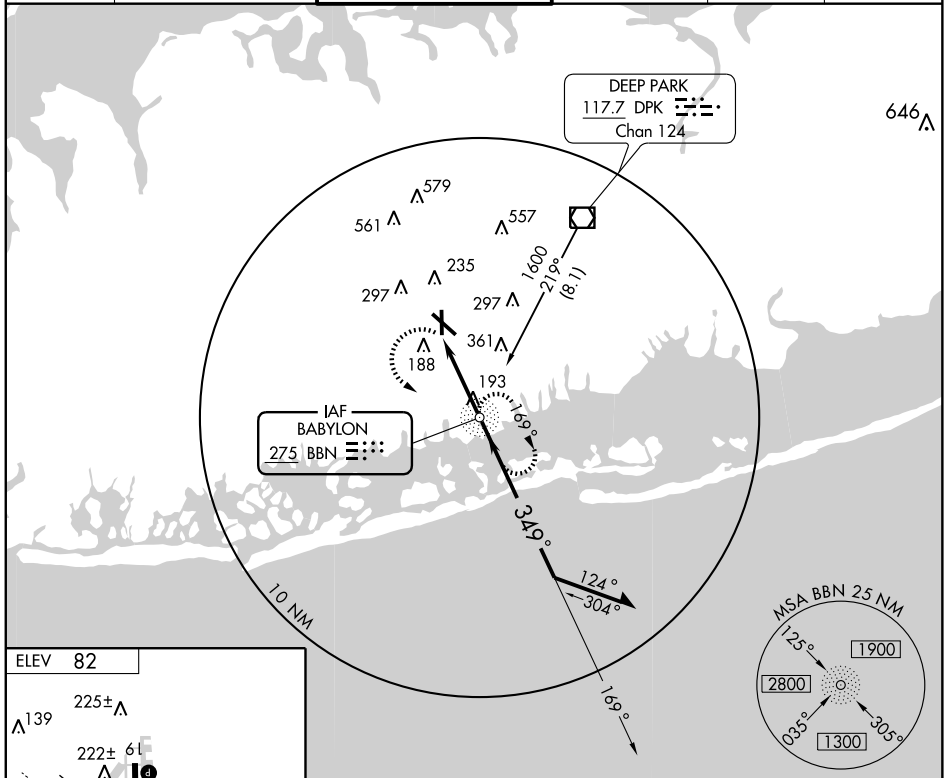
NDB BBN	APP CRS	Rwy Idg	5516
275	349°	TDZE	72
		Apt Elev	82

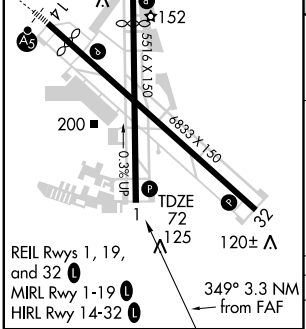
NDB RWY 1

FARMINGDALE/REPUBLIC (FRG)

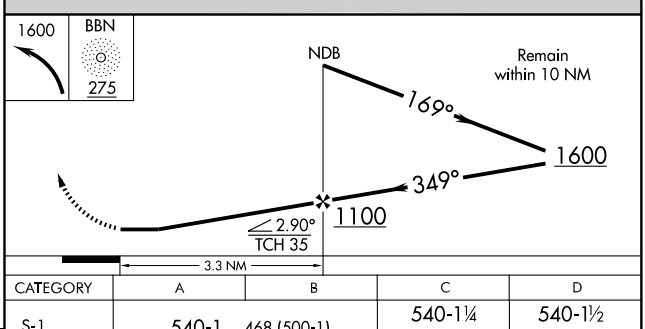
MISSED APPROACH: Climbing left turn to 1600 direct BBN NDB and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-1	540-1	468 (500-1)	540-1¼ 468 (500-1¼)	540-1½ 468 (500-1½)
CIRCLING	560-1 478 (500-1)	600-1 518 (600-1)	720-1¾ 638 (700-1¾)	720-2 638 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.

KENNEBUNK
ENE
224°
044°
17000
*2000
214°
(39)
ASPEN
*2500
214°
(69)
TOPPS
TAFFY
EBONY
ALLEX
TUSKY
BRADD
KANNI
WHALE
VITOL
DOVEY
SAILE
FRILL
081°
261°
SHANK
17000
*1800
261°
(49)
PLYMM
057°
237°
3000
*2100
234°
(34)
PROVIDENCE
PVD
TRAIT
Expect clearance to cross
TRAIT at FL240.
*1400
234°
(14)
PARCH
CALVERTON
CCC
Expect clearance to cross
CCC VOR/DME at 12000'
and 250 KIAS.
2300
266°
(32)
3000
*1500
275°
(25)
SANDY POINT
SEY
085°
1900
230°
(18)
CAPIT
JOHN F.
KENNEDY
INTL
REPUBLIC
1700
303°
(14)
CRAIL
(14)
1700
284°
ERICK
279°
1500
(34)
KENNEDY
JFK
ROBER
Expect clearance to cross
ROBER at 9000'.
N

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

PARCH ONE ARRIVAL (RNAV)

(PARCH.PARCH1) 10042

ST-610 (FAA)

NEW YORK, NEW YORK

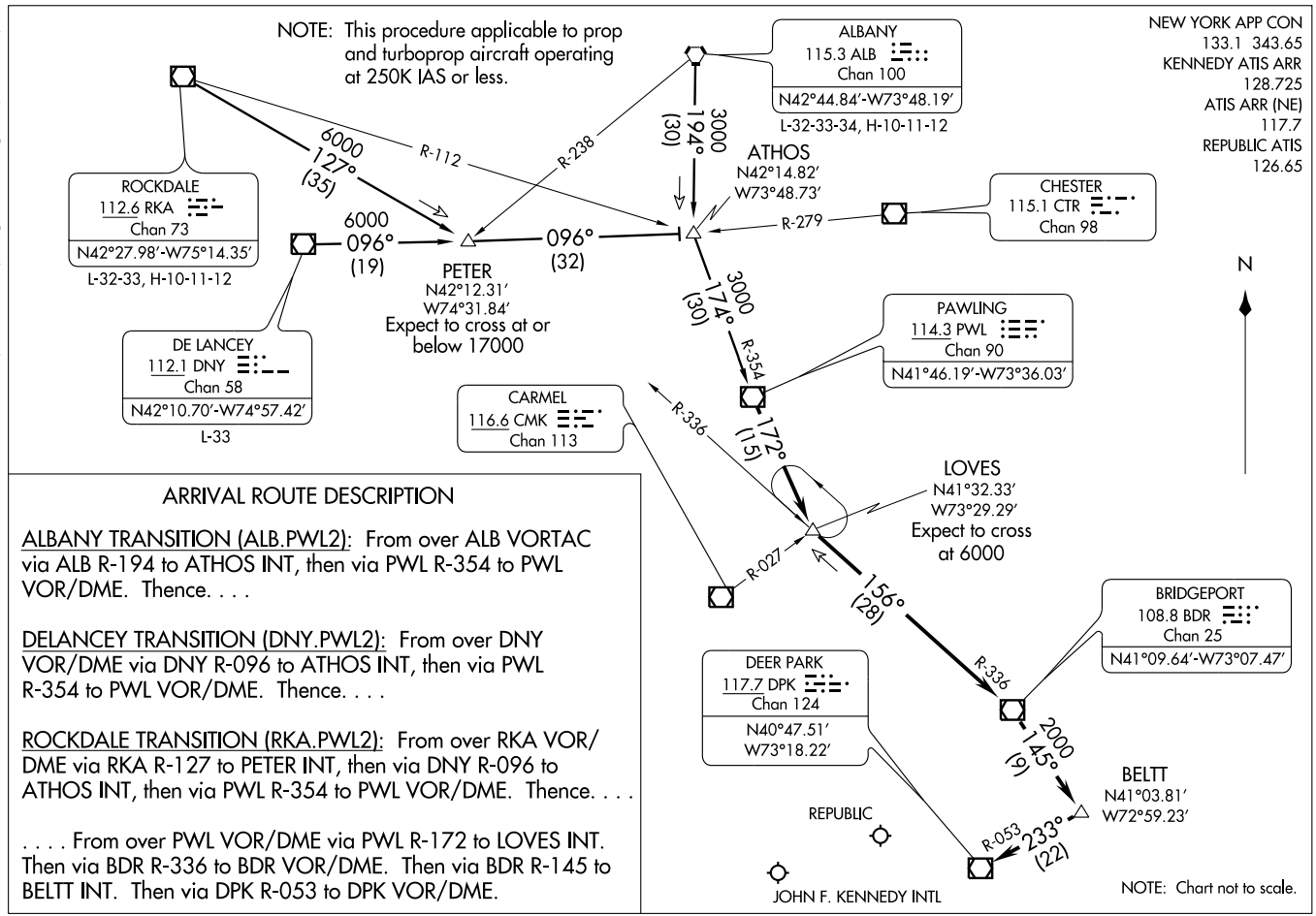
PAWLING TWO ARRIVAL (PWL.PWL2)

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65

09351

ST-610 (FAA)

NEW YORK, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

APP CRS	Rwy ldg	5516
013°	TDZE	72
	Apt Elev	80

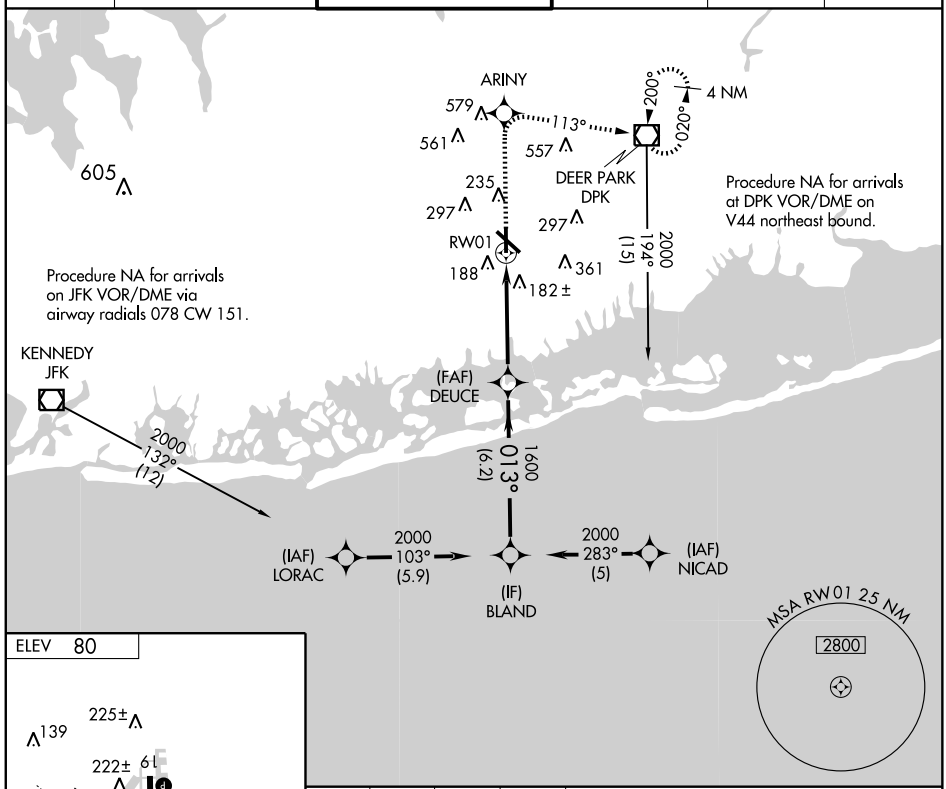
RNAV (GPS) RWY 1

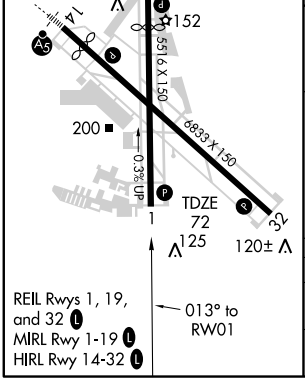
FARMINGDALE/REPUBLIC (FRG)

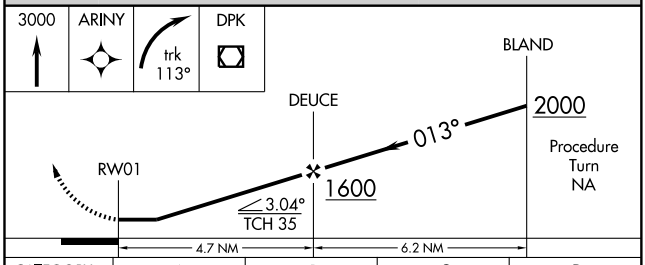
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ARINY and right turn via track 113° to DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1 388 (400-1)			460-1¼ 388 (400-1¼)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 14

FARMINGDALE/REPUBLIC (FRG)

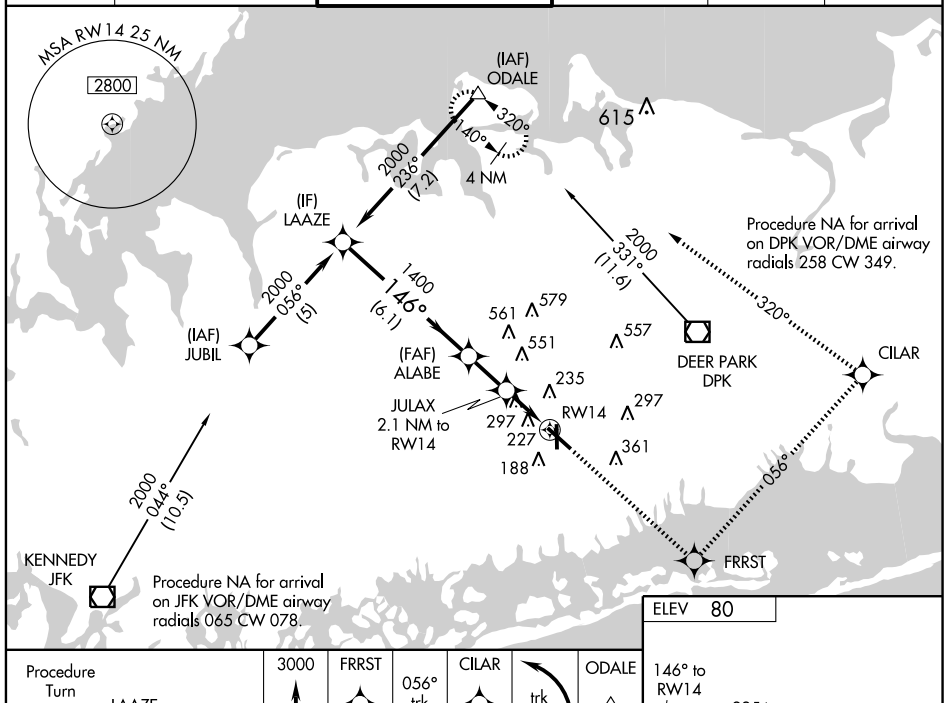
WAAS	APP CRS	Rwy Idg	6157
CH 69612	146°	TDZE	77
W14A		Apt Elev	80

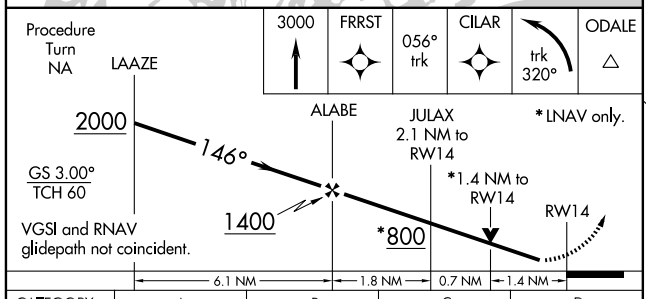
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase DA 37 feet, all MDA 40 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. Baro-VNAV and VDP NA when using Islip altimeter setting.

MALSR

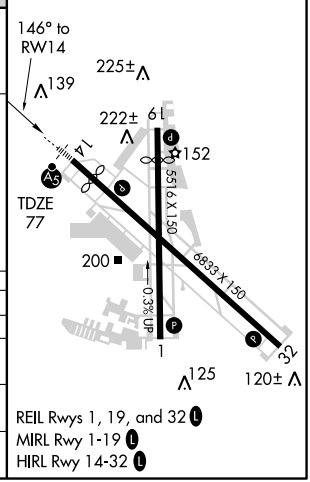
MISSED APPROACH: Climb to 3000 direct FRRST and via 056° track to CILAR and left turn via track 320° to ODALE and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





CATEGORY	A	B	C	D
LPV DA	277-¾ 200 (200-¾)			
LNAV/VNAV DA	596-1¾ 519 (600-1¾)			
LNAV MDA	560-1 483 (500-1)		560-1¼ 483 (500-1¼)	560-1½ 483 (500-1½)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)



NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4727
193°	TDZE	78
	Apt Elev	80

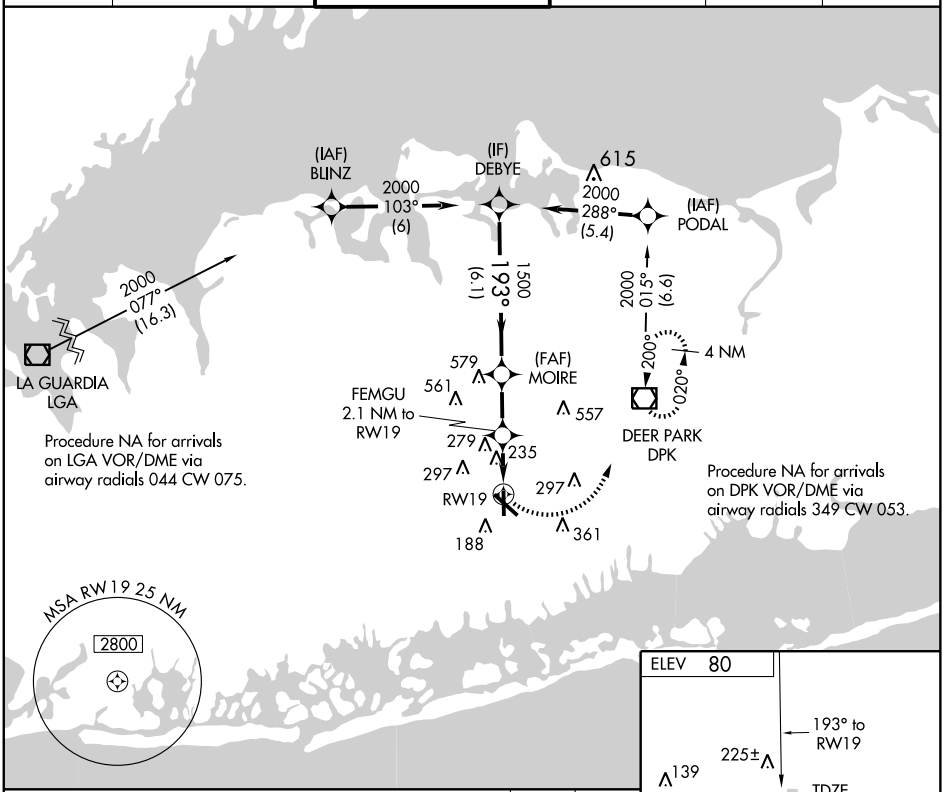
RNAV (GPS) RWY 19

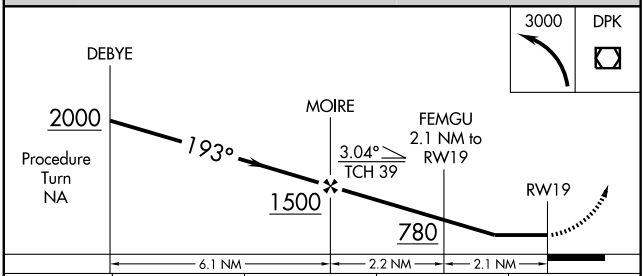
FARMINGDALE/REPUBLIC (FRG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Islip altimeter setting and increase all MDA 40 feet and LNAV Cat C and Circling Cat C and D visibility ¼ mile.

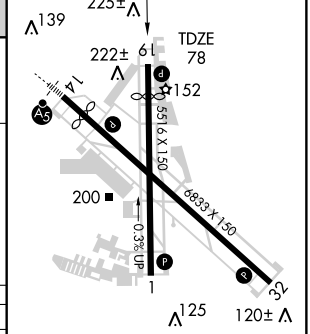
MISSED APPROACH: Climbing left turn to 3000 direct DPK VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95





CATEGORY	A	B	C	D
LNAV MDA	540-1 462 (500-1)		540-1¼ 462 (500-1¼)	540-1½ 462 (500-1½)
CIRCLING	560-1 480 (500-1)	600-1 520 (600-1)	720-1¾ 640 (700-1¾)	720-2 640 (700-2)



REIL Rwys 1, 19, and 32 L
MIRL Rwy 1-19 L
HIRL Rwy 14-32 L

WAAS	APP CRS	Rwy Idg	6833
CH 70715	326°	TDZE	68
W32A		Apt Elev	80

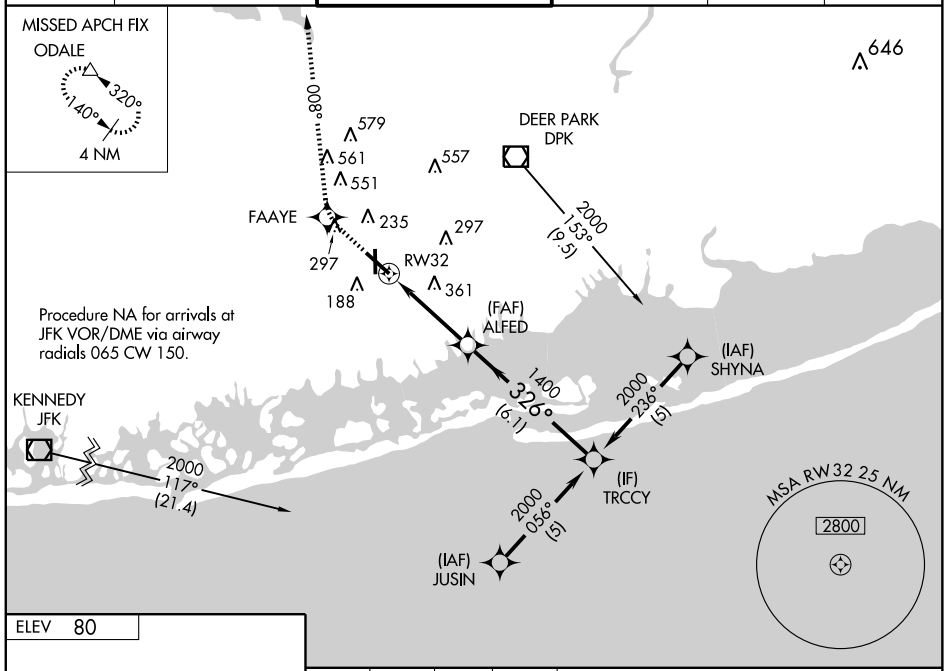
RNAV (GPS) RWY 32

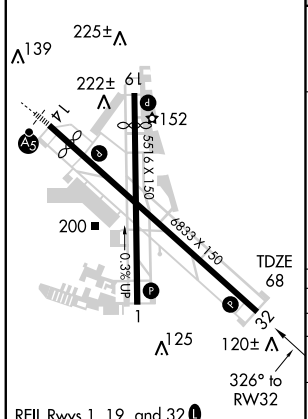
FARMINGDALE/REPUBLIC (FRG)

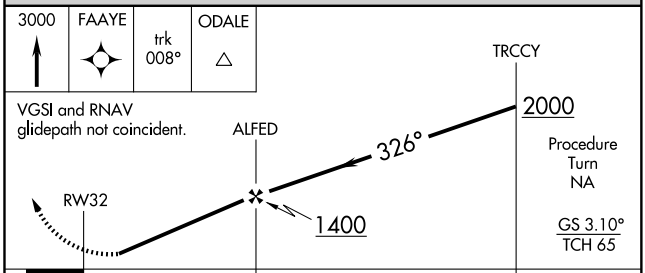
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAAYE and via track 008° to ODALE and hold.

ATIS	NEW YORK APP CON	REPUBLIC TOWER ★	GND CON	CLNC DEL	UNICOM
126.65	127.4 269.0	118.8 (CTAF) L 279.65	121.6 269.6	128.25	122.95







CATEGORY	A	B	C	D
LPV DA	369-1 301 (300-1)			
LNAV/VNAV DA	761-2¼ 693 (700-2¼)			
LNAV MDA	680-1 612 (600-1)		680-1¾ 612 (600-1¾)	680-2 612 (600-2)
CIRCLING	680-1 600 (600-1)		720-1¾ 640 (700-1¾)	720-2 640 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

ROBER ONE ARRIVAL

(ROBER.ROBER1) 10042

ST-610 (FAA)

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence . . . .

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence . . . .

. . . . From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

MANCHESTER
114.4 MHT
Chan 91

ASPEN
N42°48.96′
W70°54.69′

BOSTON
112.7 BOS
Chan 74

GROTON
110.85 GON
Chan 45 (Y)

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

TRAIT
N41°17.08′
W71°55.06′

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NANTUCKET
116.2 ACK
Chan 109

PARCH
N41°05.95′
W72°07.24′

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

REPUBLIC

JOHN F. KENNEDY INTL

ROBER
N40°41.13′
W73°01.96′

ERICK
N40°47.01′
W72°44.52′

HAMPTON
113.6 HTO
Chan 83

R-044
FL 180
217°
(39)
R-114
FL 180
213°
(69)
R-057
R-033
3000
232°
(34)
R-128
3000
232°
(14)
R-309
3000
276°
(25)
28
3000
265°
(32)
R-085
3000
229°
(18)
14
R-052
R-260
2500
276°
(34)
R-096

Expect to cross at 12000′ and 250 KIAS.

Expect to cross at FL240.

Expect to cross at 9000′.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13,500 feet (SR-SS).

NOTE: Chart not to scale.

N

VOR/DME GON 110.85 Chan 45 (Y)	APP CRS 183°	Rwy Idg N/A TDZE N/A Apt Elev 9

VOR or GPS-A

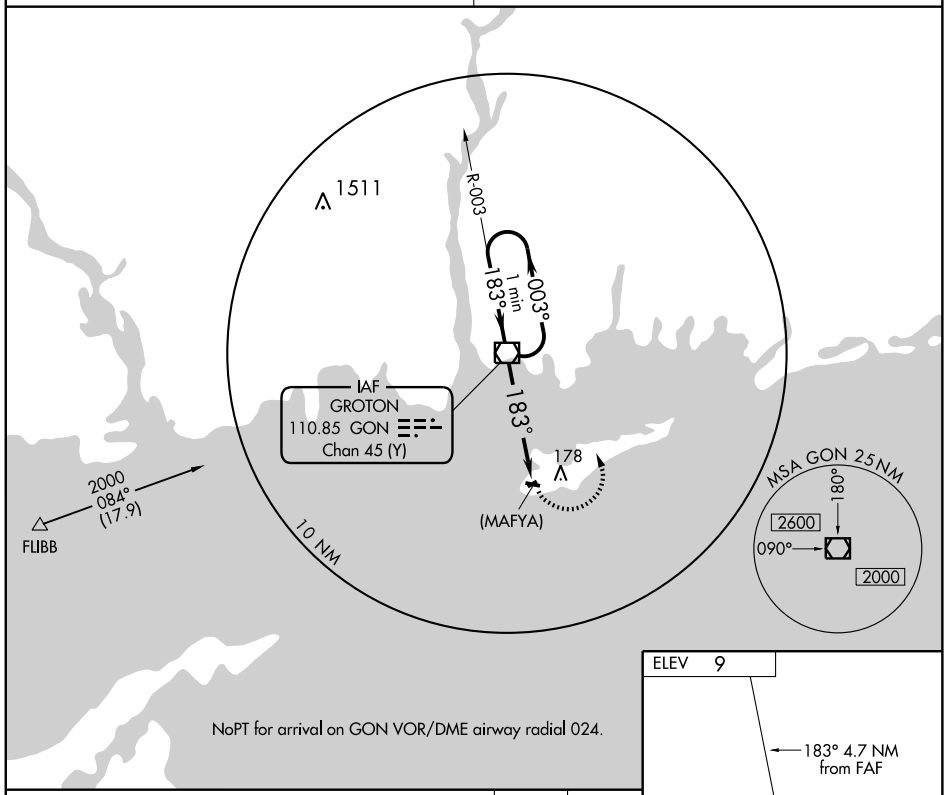
FISHERS ISLAND / ELIZABETH FIELD (ØB8)

Use Groton-New London altimeter setting; when not received, use Block Island State altimeter setting.
Circling not authorized at night to Rwys 7 and 25.

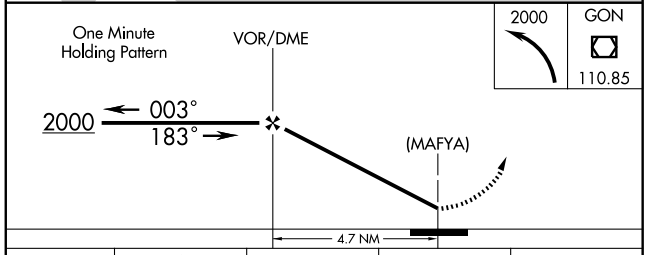
MISSED APPROACH: Climbing left turn to 2000 direct GON VOR/DME and hold.

PROVIDENCE APP CON ★
125.75 319.2

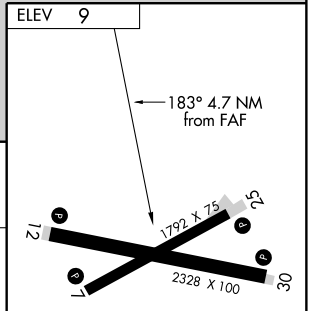
UNICOM
122.8 (CTAF) L



NoPT for arrival on GON VOR/DME airway radial 024.



2000	GON 110.85



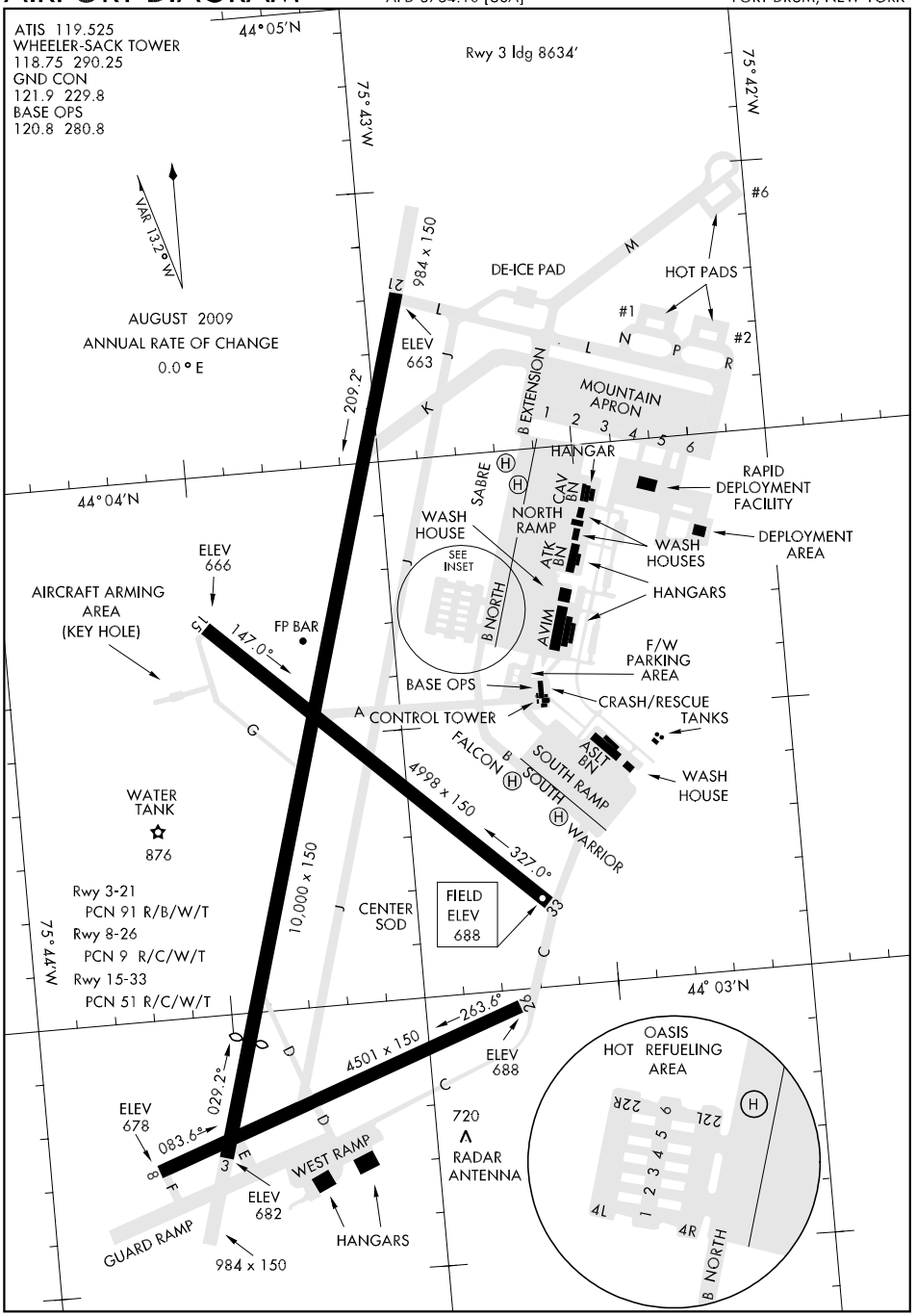
CATEGORY	A	B	C	D
CIRCLING	480-1	471 (500-1)	480-1½ 471 (500-1½)	NA
BLOCK ISLAND STATE ALTIMETER SETTING MINIMUMS				
CIRCLING	560-1	551 (600-1)	560-1½ 551 (600-1½)	NA

REIL Rwys 7, 12, 25 and 30
MIRL Rwys 7-25 and 12-30 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2. 03 JUN 2010 to 01 JUL 2010


ATIS 119.525
WHEELER-SACK TOWER
118.75 290.25
GND CON
121.9 229.8
BASE OPS
120.8 280.8
44°05'N
75°43'W
75°42'W
Rwy 3 ldg 8634'
VAR 13.2°W
AUGUST 2009
ANNUAL RATE OF CHANGE
0.0° E
21
984 x 150
ELEV 663
209.2°
DE-ICE PAD
HOT PADS
#1
#2
#6
B EXTENSION
MOUNTAIN APRON
HANGAR
SABRE
CAV BN
RAPID DEPLOYMENT FACILITY
WASH HOUSE
NORTH RAMP
ATK BN
WASH HOUSES
DEPLOYMENT AREA
SEE INSET
B NORTH
AVIM
HANGARS
ELEV 666
AIRCRAFT ARMING AREA (KEY HOLE)
FP BAR
147.0°
F/W PARKING AREA
BASE OPS
CONTROL TOWER
CRASH/RESCUE
TANKS
FALCON
SOUTH RAMP
ASLT BN
WASH HOUSE
WATER TANK
876
4998 x 150
327.0°
WARRIOR
Rwy 3-21
PCN 91 R/B/W/T
Rwy 8-26
PCN 9 R/C/W/T
Rwy 15-33
PCN 51 R/C/W/T
10,000 x 150
CENTER SOD
FIELD ELEV 688
75°44'W
44° 03'N
263.6°
4501 x 150
ELEV 688
OASIS HOT REFUELING AREA
029.2°
083.6°
ELEV 678
720
RADAR ANTENNA
WEST RAMP
ELEV 682
HANGARS
GUARD RAMP
984 x 150
B NORTH
44°04'N

HI-ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	TDZE	Arpt Elev
108.5	029°	8634	685	688

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 2½ miles, CAT D vis to 2¾ miles, CAT E vis to 3 miles.

ALSF-1

†† MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold, continue climb in hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** When ALS inop, increase CAT C vis to 1 mile, CAT D vis to 1¼ miles, CAT E vis to 1½ miles.
†Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

LOCALIZER 108.5 I-AEZ Chan 22

WATERTOWN 109.8 ART Chan 35

R-045 045° 225° R-107 R-146 R-196

709 R-5201 829 1269 1259 10 NM

REMIE I-AEZ 4.3 /RADAR

KIMBO INT I-AEZ 8.5 /RADAR

JOGIN INT I-AEZ 18 /RADAR

DME OR RADAR REQUIRED

2513

†† ALTERNATE MISSED APPROACH: Or when directed by ATC climb to 1200 then climbing left turn to 3000 via hdg 340° within 10 NM. (RADAR REQUIRED).

15,000 196° (14.3) 029° 209° LR-155

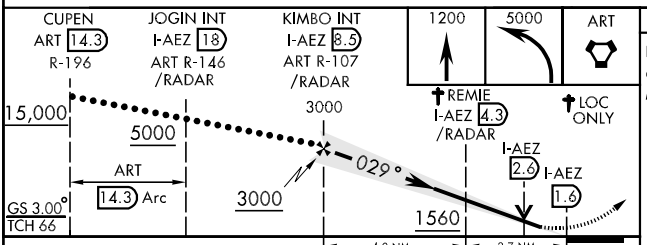
IAF CUPEN ART 14.3 DME N43°42.90' W76°05.25'

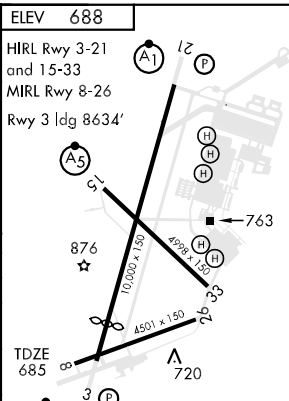
15,000 5000 ART 14.3 Arc

MSA ART 2.5 NM 2500 3600 260° 010°

Use I-AEZ DME when on the localizer course. LOC only.

EMERG SAFE ALT 100 NM 7600





CATEGORY	C	D	E
S-ILS 3 *	885 - ½	200 (200-½)	
S-LOC 3 **	1560 - 2 875 (900-2)	1560 - 2¼ 875 (900-2¼)	1560 - 2½ 875 (900-2½)
CIRCLING †	1560 - 2½ 872 (900-2½)	1560 - 2¾ 872 (900-2¾)	1560 - 3 872 (900-3)
DME MINIMUMS			
S-LOC 3 ***	1080 -¾ 395 (400-¾)		1080 - 1 395 (400-1)
CIRCLING †	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 6.9 NM

Knots	120	140	160	180	200
Min:Sec	3:27	2:57	2:35	2:18	2:04

HI-ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg 10,000 / TDZE 677 / Arpt Elev 688
108.5	209°	

JAL-5754 [USA]

WHEELER-SACK AAF (KGTB)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

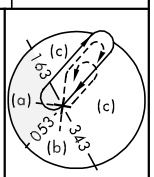
† MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb in hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33.
Circling NA for CAT E to Rwy 8-26 and 15-33.
Circling NA for CAT C and D to Rwy 8.

DME or RADAR REQUIRED

† ALTERNATE MISSED APPROACH: Or when directed by ATC, climb to 1200, then climbing right turn to 3000 via heading 250° within 10 NM. (RADAR REQUIRED).



ART 50 R-053 053° 233° (IAF) SURME ART 40 /RADAR 1037

029° 233°

WITED I-GTB 17 /RADAR

209° 863

Use I-GTB DME when on loc course.

SHRAK I-GTB 7 /RADAR

R5201

677 772 687

R-053 R-045 045° 225° 835 844

LOCALIZER 108.5 I-GTB Chan 22

1692

2513

WATERTOWN 109.8 ART Chan 35 1962

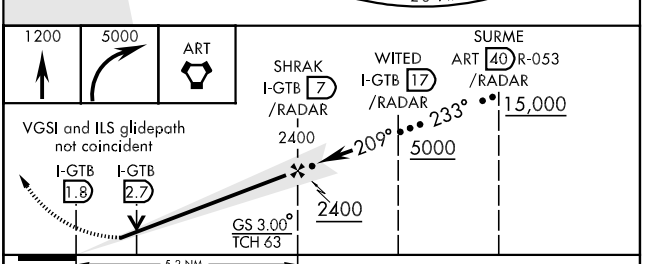
20 NM

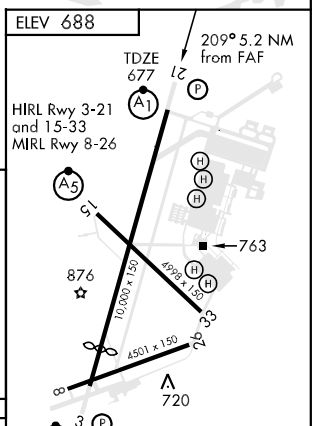
CANADA

UNITED STATES

MSA ART 2.5 NM
2500
260°
3600
010°

EMERG SAFE ALT 100 NM 7600





CATEGORY	C	D	E
S-ILS 21*	877 - ½	200	(200-½)
S-LOC 21**	1020 ¾	343	(300-¾)
CIRCLING***	1180 - 1½ 492 (500-1½)	1240 - 2 552 (600-2)	1520 - 3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

ILS or LOC RWY 3

LOC I-AEZ	APCH CRS	Rwy ldg	8634
108.5	029°	TDZE	685
		Arpt Elev	688

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

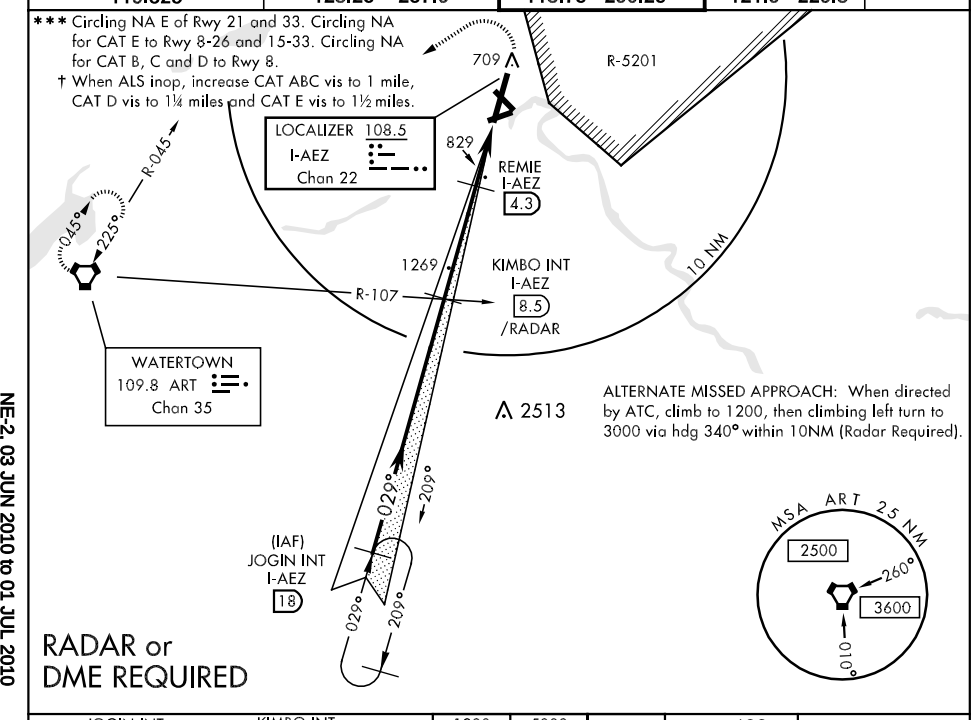
▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT A vis to 1 mile, CAT B vis to 1¼ miles, CAT C vis to 2½ miles, CAT D vis to 2¾ miles, and CAT E vis to 3 miles.

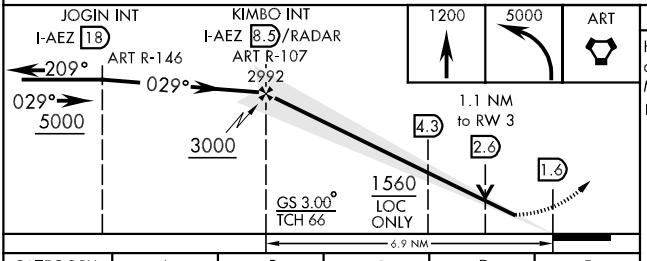
ALSF-1 (A1)

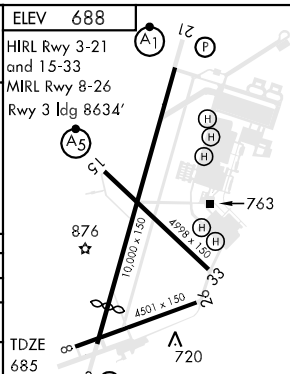
MISSED APPROACH: Climb to 1200, then climbing left turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.
† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles and CAT E vis to 1½ miles.







CATEGORY	A	B	C	D	E
S-ILS 3 *	885- ½ 200 (200-½)				
S-LOC 3 **	1560- ½ 875 (900-½)	1560- ¾ 875 (900-¾)	1560-2 875 (900-2)	1560-2¼ 875(900-2¼)	1560-2½ 875(900-2½)
*** CIRCLING	1560-1 872 (900-1)	1560-1¼ 872 (900-1¼)	1560-2½ 872 (900-2½)	1560-2¾ 872(900-2¾)	1560-3 872 (900-3)
DME MINIMUMS					
S-LOC 3 †	1080- ½ 395 (400-½)		1080- ¾ 395 (400-¾)		1080-1 395 (400-1)
*** CIRCLING	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

NE-2-03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 21

LOC I-GTB	APCH CRS	Rwy ldg 10,000 / TDZE 677 / Arpt Elev 688
108.5	209°	

AL-5754 [USA]

WHEELER-SACK AAF (KGTB)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct ART VORTAC and hold. Continue climb-in-hold to 5000.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

*** Circling NA E of Rwy 21 and 33. Circling NA for CAT E to Rwy 8-26 and 15-33. Circling NA for CAT B, C and D to Rwy 8.

CANADA
UNITED STATES

DME or RADAR REQUIRED

ALTERNATE MISSED APPROACH: When directed by ATC, climb to 1200, then climbing right turn to 3000 via hdg 250° within 10 NM (Radar Required).

029° 209°
(IAF)
WITED
I-GTB
17
/RADAR
029°
209°
10 NM
SHRAK
I-GTB
7
/RADAR
LOCALIZER 108.5
I-GTB
Chan 22
R-5201
709
5000
053°
(29.1)
R-045
045°
225°
WATERTOWN
109.8 ART
Chan 35

MSA ART 25 NM
2500
260°
3600
010°

ELEV 688
209° 5.2 NM from FAF
TDZE
677
21
5
33
15
763
876
10,000 x 150
4999 x 150
8501 x 150
720
Rwy 3 ldg 8634'
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

1200 | 5000 | ART

VGSI and ILS glidepath not coincident

I-GTB 7 /RADAR SHRAK
2400
WITED
I-GTB 17 /RADAR
209° 029°
209°
2400
5000
.9 NM to RW 21
1.8
2.7
GS 3.00°
TCH 63
5.2 NM

CATEGORY	A	B	C	D	E
S-ILS 21*	877-½		200 (200-½)		
S-LOC 21**	1020-½ 343 (400-½)		1020- ¾ 343 (400-¾)		
CIRCLING***	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

FAF to MAP 5.2 NM

Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26

NE-2, 03 JUN 2010 to 01 JUL 2010

NDB RWY 15

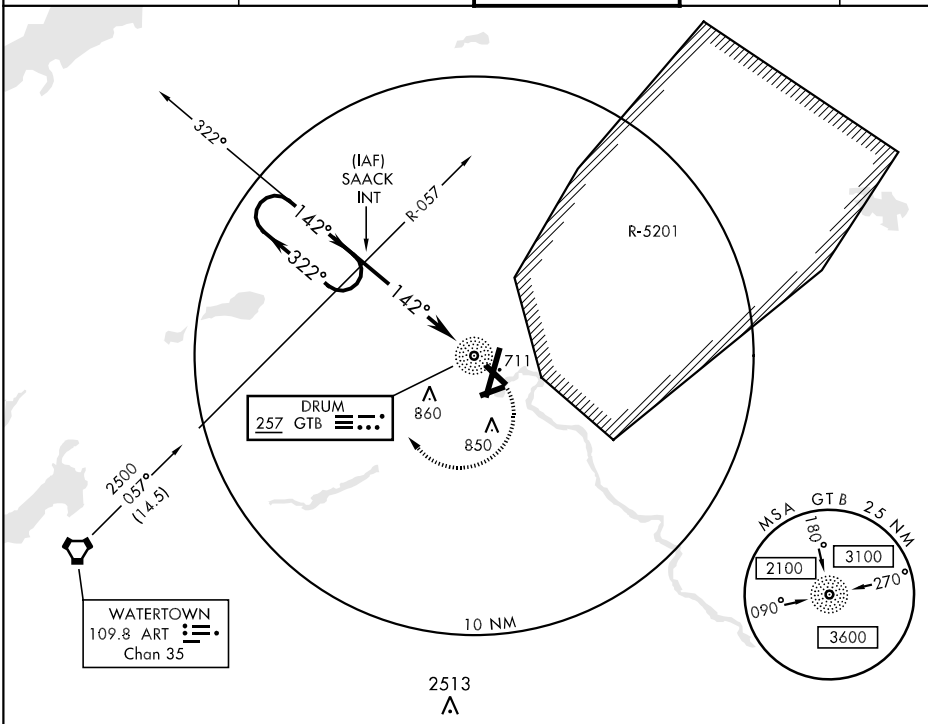
NDB GTB 257	APCH CRS 142°	Rwy ldg 4998 TDZE 687 Arpt Elev 688	AL-5754 [USA]	WHEELER-SACK AAF (KGTB)

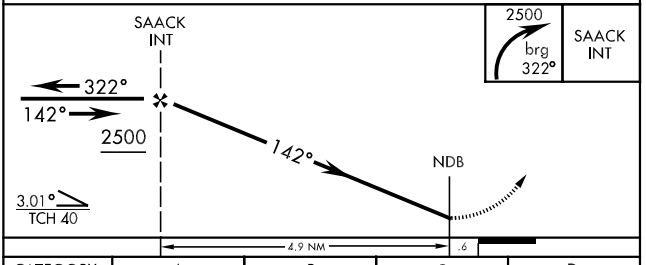
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ mile.
** Circling NA E of Rwy 21 and 33. Circling NA for CAT BCD to Rwy 8.

MALSR (A5)

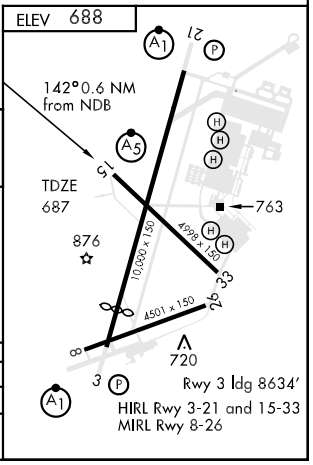
MISSED APPROACH: Climbing right turn to 2500 via GTB brg 322° to SAACK INT and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	





CATEGORY	A	B	C	D
S-15*	1100-½	413 (500-½)	1100-¾	413 (500-¾)
CIRCLING**	1180-1	492 (500-1)	1180-1½ 492 (500-1½)	1240-2 552 (600-2)



44°03'N-75°43'W

NE-2, 03 JUN 2010 to 01 JUL 2010

NDB RWY 33

NDB GTB 257	APCH CRS 327°	Rwy ldg 4998 TDZE 688 Arpt Elev 688

AL-5754 [USA]

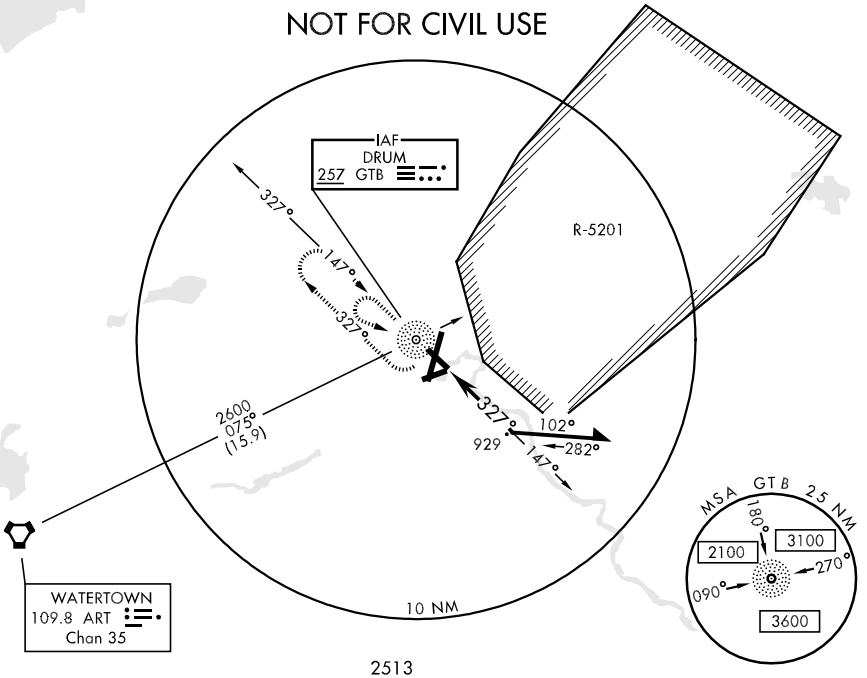
WHEELER-SACK AAF (KGTB)

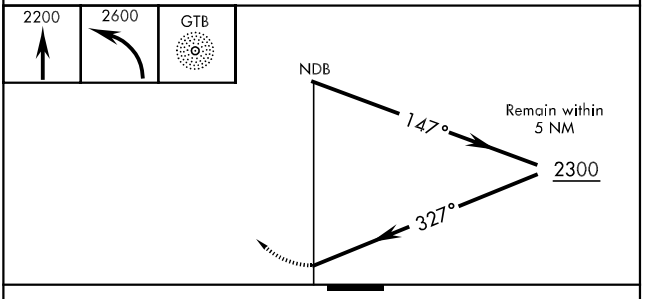
* Circling NA E of Rwy 21 and 33.

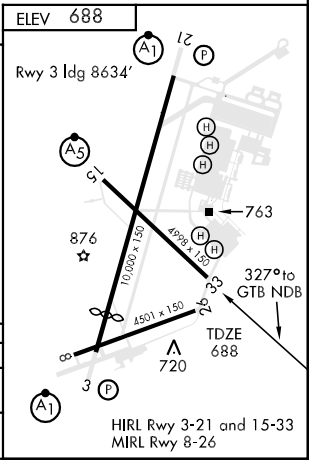
MISSED APPROACH: Climb to 2200, then climbing left turn to 2600 direct GTB NDB and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

NOT FOR CIVIL USE







CATEGORY	A	B	C	D
S-33	1320-1 632 (700-1)	NOT AUTHORIZED		
CIRCLING*	1320-1 632 (700-1)	NOT AUTHORIZED		

RNAV (GPS) RWY 3

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy ldg	8634
Chan 93714	029°	TDZE	685
W03A		Arpt Elev	688

AL-5754 [USA]

T * When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
** When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
*** When ALS inop, increase LNAV CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct WITED and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

**** Circling NA E of Rwy 21 and 33.
**** Circling NA for CAT BCD to Rwy 8.
**** Circling NA for CAT E to Rwy 8-26 and 15-33.

DME/DME RNP -0.3 NA

For uncompensated BARO-VNAV systems, LNAV/VNAV NA BELOW -16°C (4°F) or above 48°C (118°F)

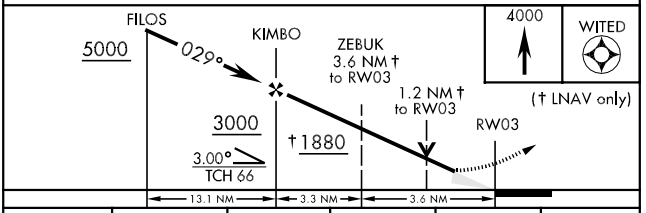
PROCEDURE NA FOR ARRIVAL AT ART VORTAC VIA V29-423 NORTHBOUND

WATERTOWN
109.8 ART
Chan 35

MSA RW03 25 NM
3600

6 NM
029°
209°
R-5201
WITED
860
710
RW03
(3.6)
ZEBUK
1880
(3.3)
1672
(FAF)
KIMBO
3000
029°
(13.1)
2513
5000
173°
(12.9)
(NoPT)
5000
119°
(5)
(IAF)
DOBTE
FILOS
(NoPT)
5000
353°
(5)
(IAF)
JESBI
5000
033°
(16.4)
FLOOR INT

ELEV 688
Rwy 3 ldg 8634'
763
876
10,000 x 150
4998 x 150
4501 x 150
720
TDZE
685
029° to RW03
HIRL Rwy 3-21 and 15-33
MIRL Rwy 8-26



CATEGORY	A	B	C	D	E
LPV DA *	885-½ 200 (200-½)				
LNAV/VNAV DA **	1040-¾ 355 (400-¾)				
*** LNAV MDA	1140-½ 455 (500-½)		1140-¾ 455(500-¾)	1140-1 455 (500-1)	
**** CIRCLING	1180-1 492 (500-1)		1180-1½ 492(500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

RNAV (GPS) RWY 15

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy ldg	4998
147°	TDZE	687
	Arpt Elev	688

AL-5754 [USA]

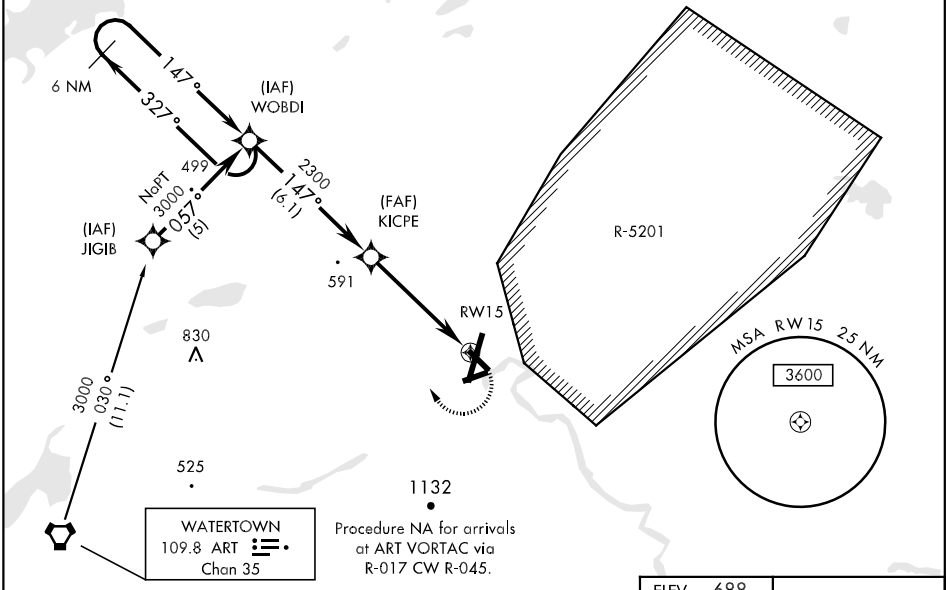
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles. DME/DME RNP-0.3 NA.

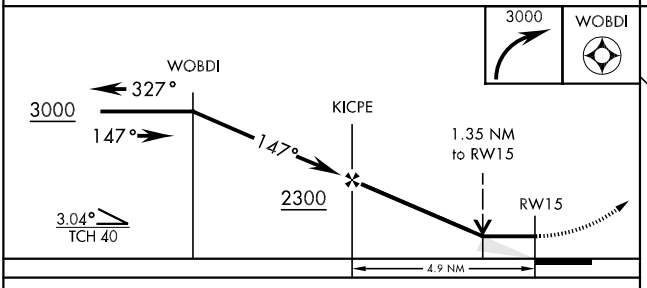
MALSR

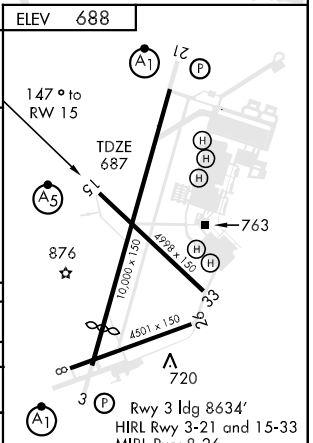
MISSED APPROACH: Climbing right turn to 3000 WOBDI and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

** Circling NA for CAT BCD to Rwy 8
** Circling NA E of Rwy 21 and 33.







CATEGORY	A	B	C	D
LNAV MDA *	1140-½ 453 (500-½)		1140-¾ 453 (500-¾)	1140-1 453 (500-1)
CIRCLING **	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

RNAV (GPS) RWY 21

WHEELER-SACK AAF (KGTB)

WAAS	APCH CRS	Rwy ldg 10,000
Ch 63007	209°	TDZE 677
W21A		Arpt Elev 688

AL-5754 [USA]

*When ALS inop, increase LPV CAT ABCDE vis to ¾ mile.
**When ALS inop, increase LNAV/VNAV CAT ABCDE vis to 1¼ miles.
***When ALS inop, increase LNAV CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct WODEG and via 270° track to ART VORTAC and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

****Circling NA E of Rwy 21 and 33.
****Circling NA for CAT BCD to Rwy 8.
****Circling NA for CAT E to Rwy 8-26 and 15-33.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

DME/DME RNP-0.3 NA

Procedure NA for arrivals at ART VORTAC via R-017 CW R-045.

(IAF) PIRTE — 3900 — 119° (5) — WITED

WITED — 2400 — 209° (10) — (FAF) SHRAK

SHRAK — RW21 — 799

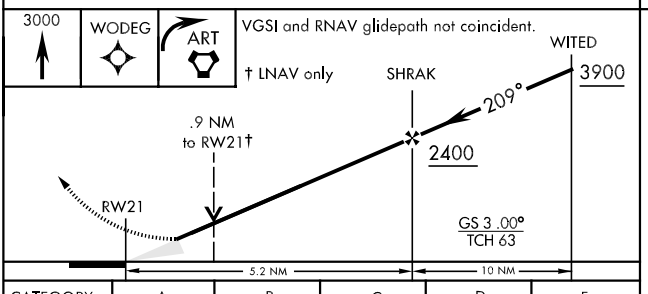
WODEG — 3900 — 045° (27.3) — R-045 — 046° — 226°

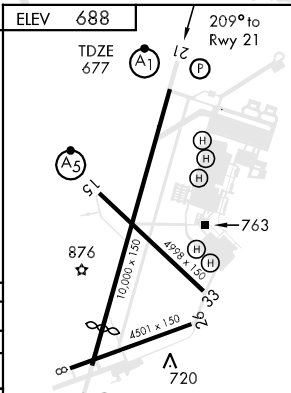
WATERTOWN 109.8 ART Chan 35

R-5201

MSA RW21 25 NM — 3600

909





CATEGORY	A	B	C	D	E
LPV DA *	877-½ 200 (200-½)				
LNAV/VNAV DA **	1056-¾ 379 (400-¾)				
LNAV MDA ***	1020-½ 343 (400-½)		1020-¾ 343 (400-¾)		
CIRCLING ****	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)	1520-3 832 (900-3)

RNAV (GPS) RWY 33

WHEELER-SACK AAF (KGTB)

APCH CRS	Rwy Idg	4998
327°	TDZE	688
	Arpt Elev	688

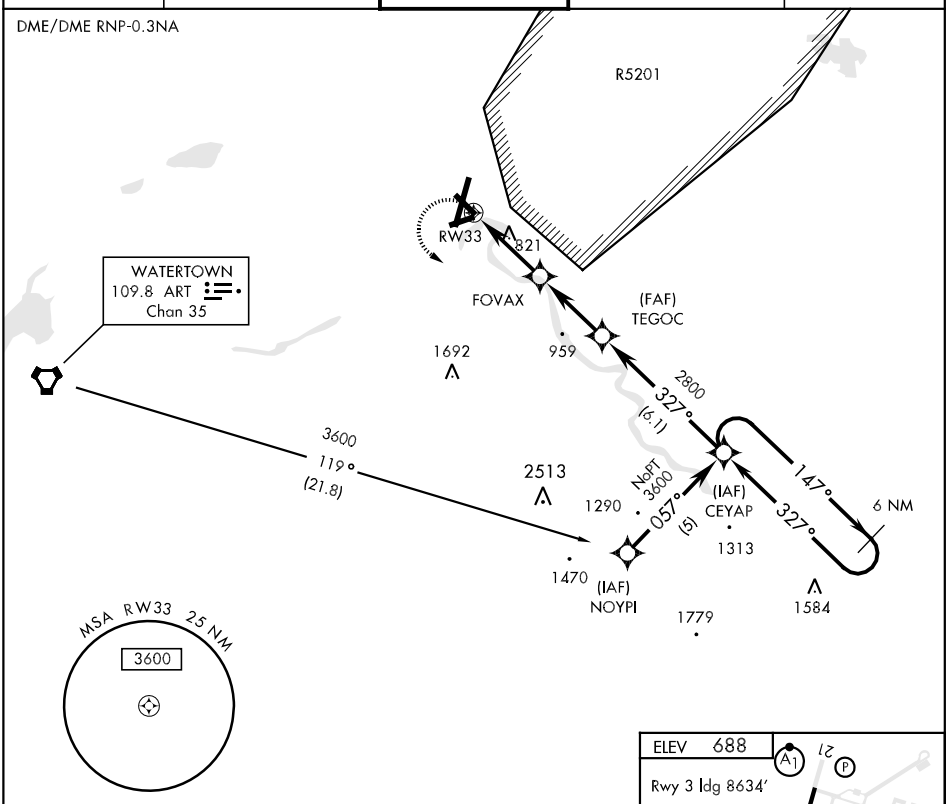
AL-5754 [USA]

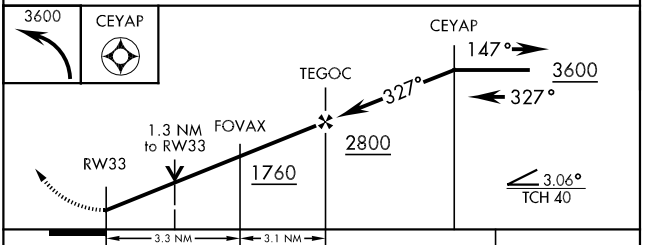
* Circling NA for CAT BCD to Rwy 8
* Circling NA E of Rwy 21 and 33. Visibility reduction by helicopters NA.

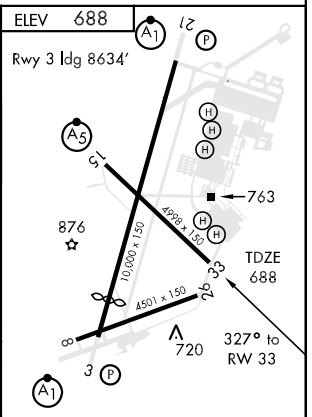
MISSED APPROACH: Climbing left turn to 3600 direct CEYAP and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

DME/DME RNP-0.3NA







CATEGORY	A	B	C	D
LNAV MDA	1140-1 452 (500-1)		1140-1¼ 452 (500-1¼)	1140-1½ 452 (500-1½)
CIRCLING *	1180-1 492 (500-1)		1180-1½ 492 (500-1½)	1240-2 552 (600-2)

VOR/DME RWY 8

VORTAC ART 109.8 Chan 35	APCH CRS 081°	Rwy Idg 4501 TDZE 683 Arpt Elev 688

AL-5754 [USA]

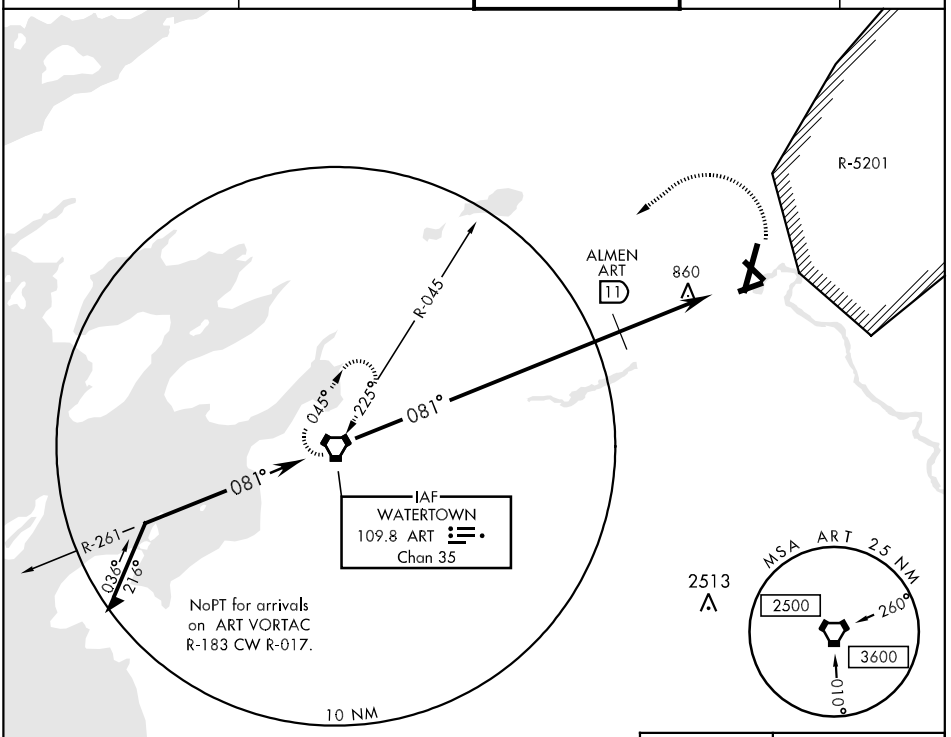
WHEELER-SACK AAF (KGTB)

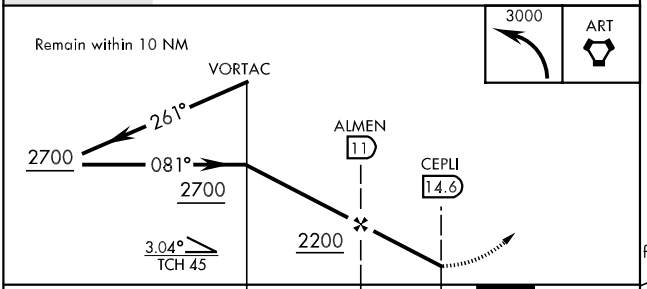
*Circling NA E of Rwy 21 and 33.

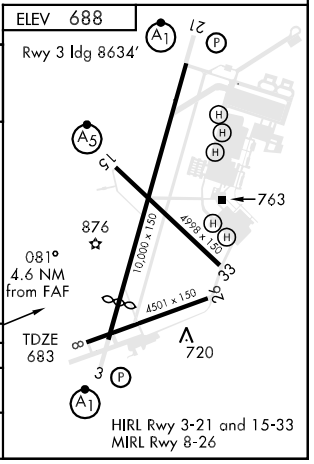
MISSED APPROACH: Climbing left turn to 3000 direct to VORTAC and hold.

ATIS	WHEELER-SACK APP CON	WHEELER-SACK TOWER	GND CON	ASR/PAR
119.525	128.25 257.6	118.75 290.25	121.9 229.8	

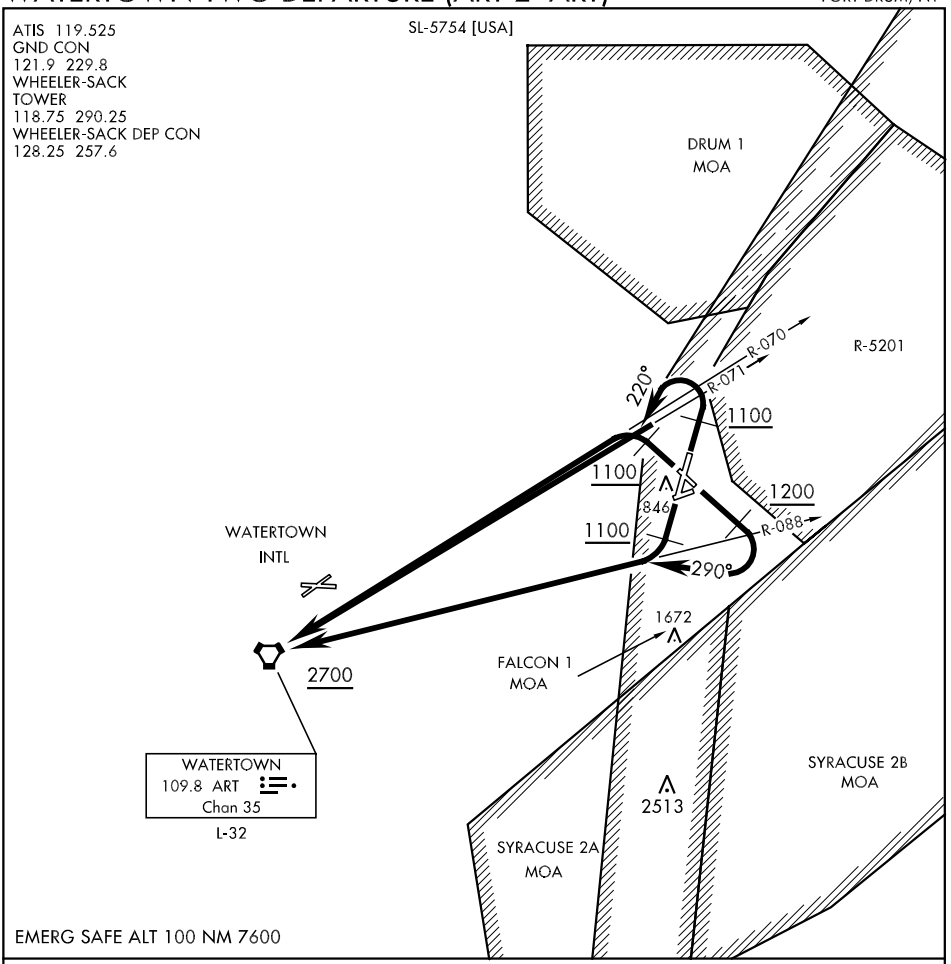
NE-2, 03 JUN 2010 to 01 JUL 2010







CATEGORY	A	B	C	D
S-8	1140-1¼ 457 (500-1¼)	NOT AUTHORIZED		
CIRCLING*	1180-1¼ 492 (500-1¼)	NOT AUTHORIZED		



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climb via heading 147° to 1200, then climbing right turn to 2700 via heading 290° and ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 21: Climb via heading 209° to 1100, then climbing right turn to 2700 via ART R-088 to ART VORTAC, thence...

TAKE-OFF RWY 03: Climb via heading 029° to 1100, then climbing left turn to 2700 via heading 220° and ART R-071 to ART VORTAC, thence...

TAKE-OFF RWY 33: Climb via heading 327° to 1100, then climbing left turn to 2700 via ART R-070 to ART VORTAC, thence...

... Cross ART VORTAC at or above 2700 via assigned route.

LOC/DME I-FZY	APP CRS	Rwy Idg 5197
110.9	330°	TDZE 475
Chan 46		Apt Elev 475

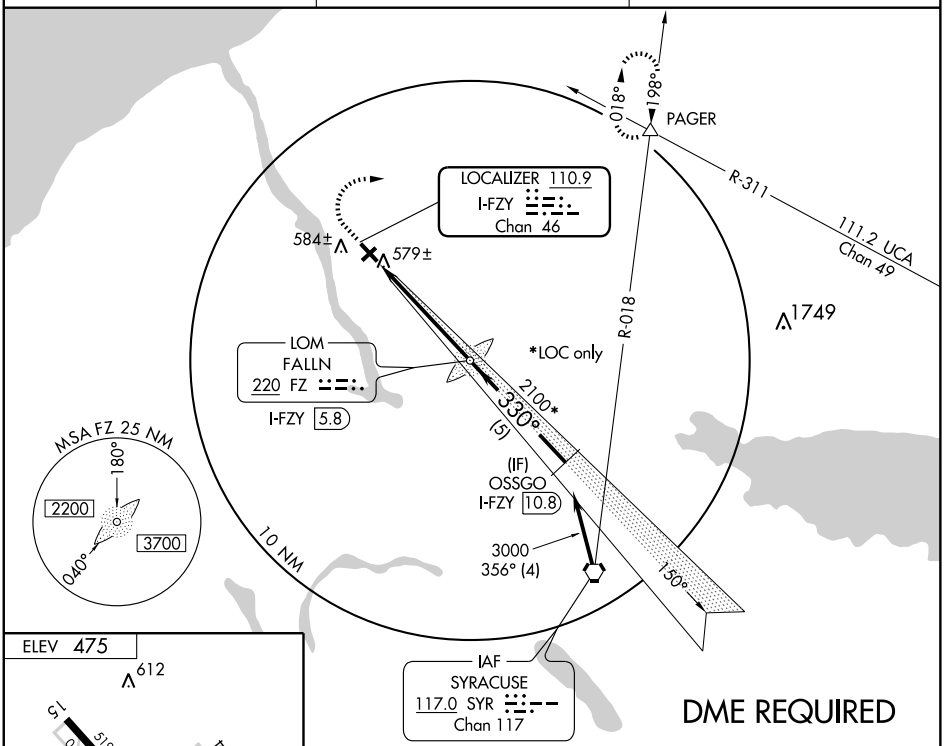
ILS or LOC RWY 33

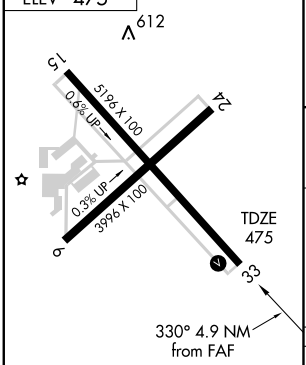
FULTON/OSWEGO COUNTY (FZY)

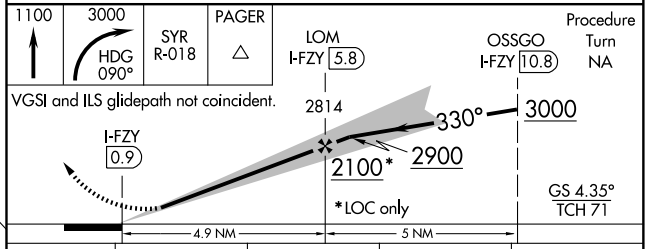
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase S-LOC 33 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100, then climbing right turn to 3000 via heading 090° and SYR VORTAC R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 L







REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 33	725-1 250 (300-1)	NA		
S-LOC 33	840-1 365 (400-1)			840-1¼ 365 (400-1¼)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3996
240°	TDZE	469
	Apt Elev	475

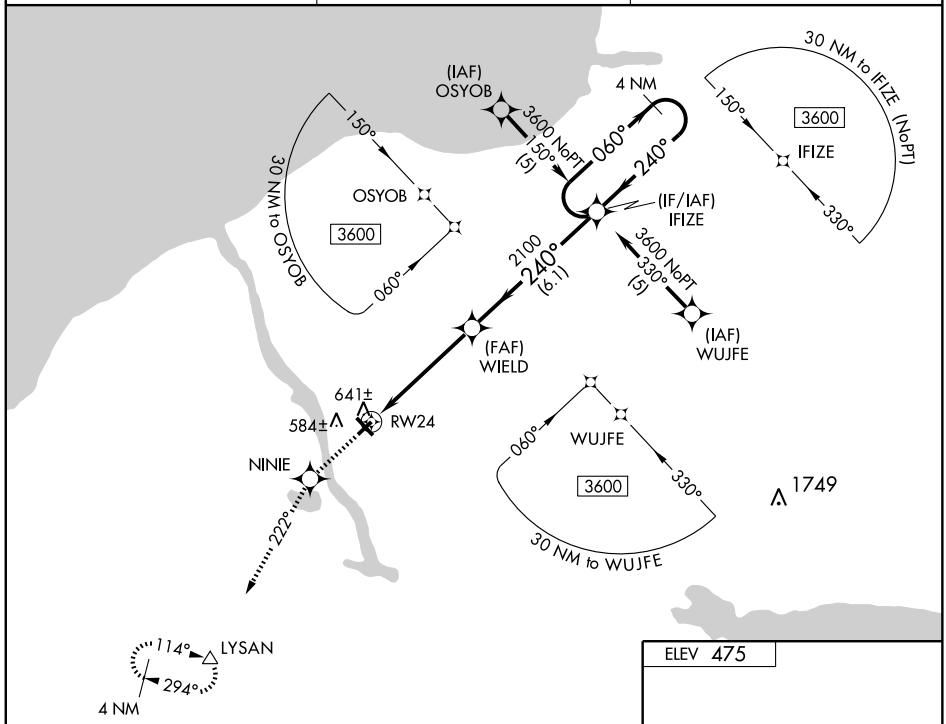
RNAV (GPS) RWY 24

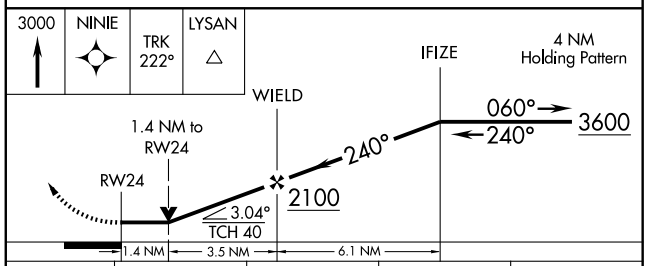
FULTON/OSWEGO COUNTY (FZY)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile. VDP NA when using Syracuse Hancock Intl altimeter setting.

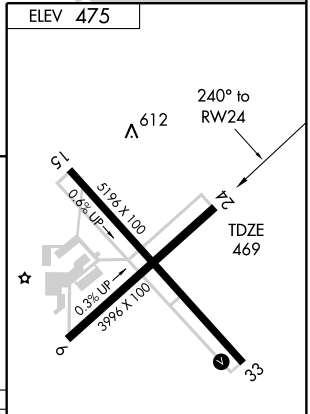
MISSED APPROACH: Climb to 3000 direct NINIE and via track 222° to LYSAN and hold.

ASOS	SYRACUSE APP CON	CTAF
119.275	134.275 279.6	123.0 (L)





CATEGORY	A	B	C	D
LNAV MDA	960-1 491 (500-1)		960-1¼ 491 (500-1¼)	960-1½ 491 (500-1½)
CIRCLING	1000-1 525 (600-1)		1000-1½ 525 (600-1½)	1040-2 565 (600-2)



REIL Rwys 15 and 33 (L)
MIRL Rwys 6-24 and 15-33 (L)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC SYR	APP CRS	Rwy Idg	5197
117.0	336°	TDZE	475
Chan 117		Apt Elev	475

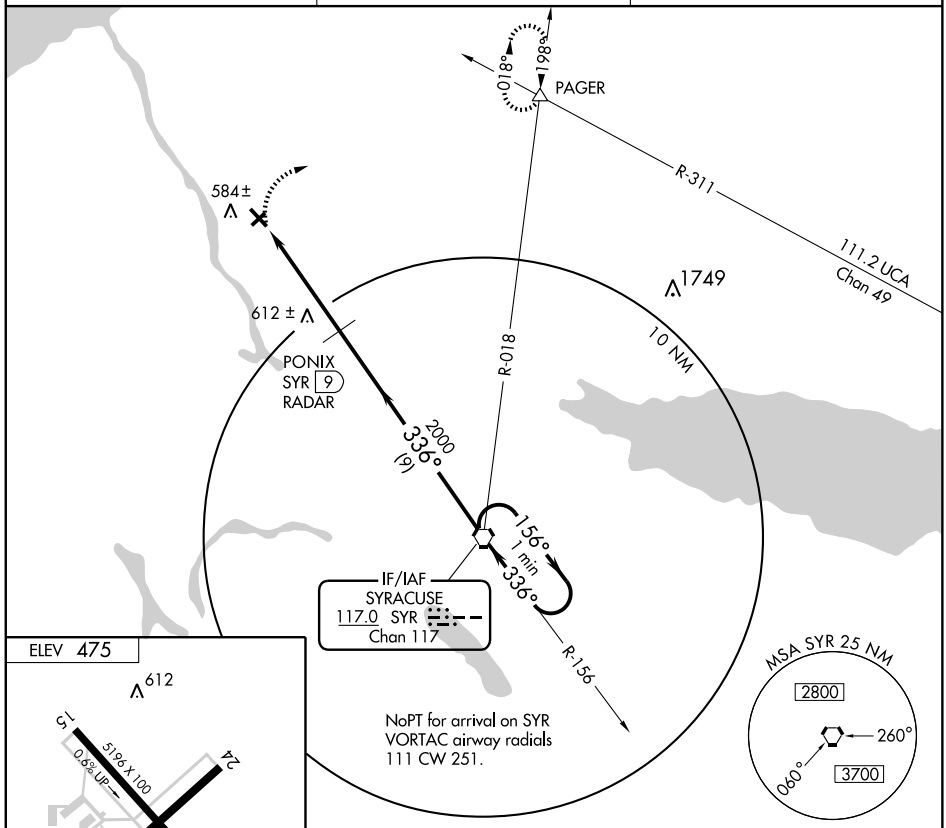
VOR RWY 33

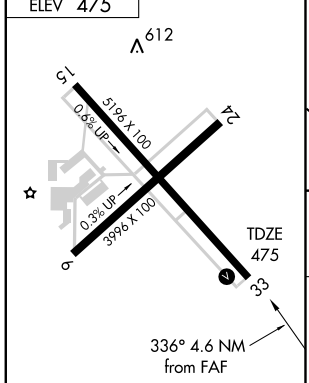
FULTON/ OSWEGO COUNTY (FZY)

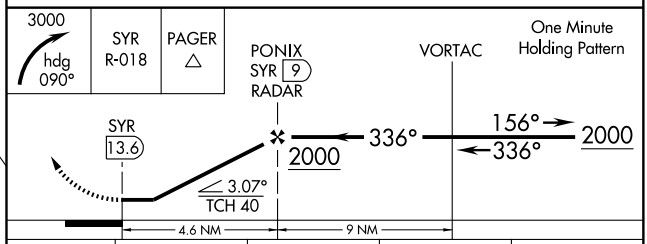
T DME or Radar Required. Visibility reduction by helicopters NA.
When local altimeter setting not received; use Syracuse Hancock Intl altimeter setting and increase all MDA 60 feet and increase S-33 Cat D visibility and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 090° and SYR R-018 to PAGER INT and hold.

ASOS	SYRACUSE APP CON		CTAF
119.275	134.275	279.6	123.0 L







REIL Rwys 15 and 33 L
MIRL Rwys 6-24 and 15-33 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-33	880-1	405 (500-1)	880-1¼	405 (500-1¼)
CIRCLING	1000-1	525 (600-1)	1000-1½	1040-2
			525 (600-1½)	565 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-GFL	APP CRS	Rwy Idg	5000
110.7	012°	TDZE	324
		Apt Elev	328

ILS RWY 1

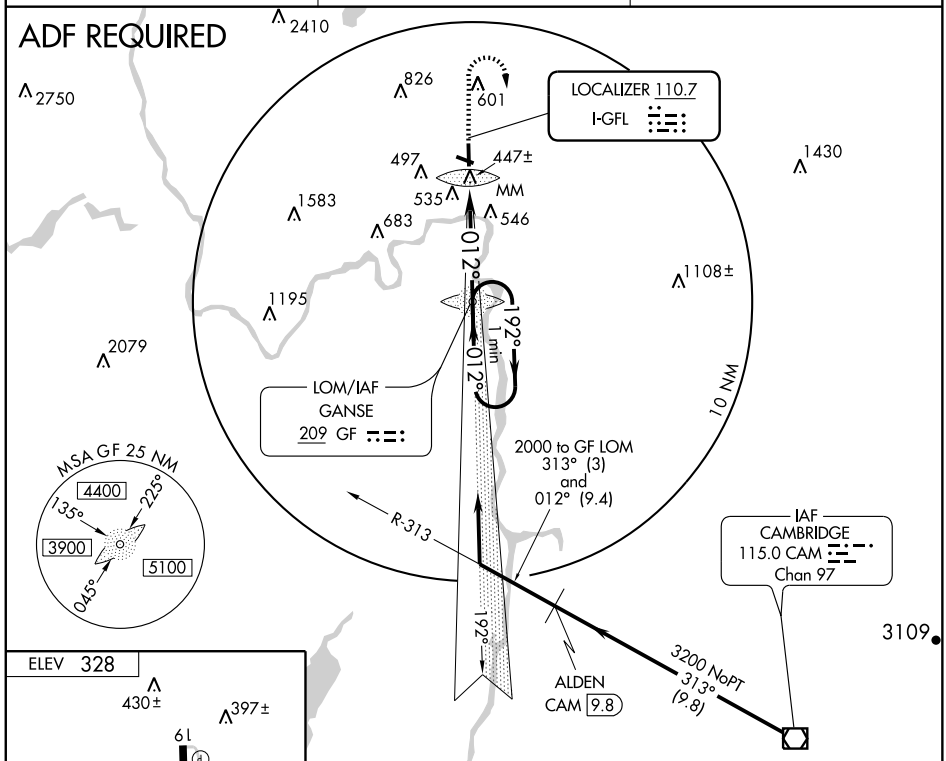
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

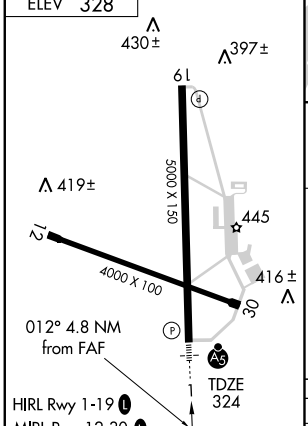
Inoperative table does not apply; Cat. D S-LOC-1 visibility increased ¼ mile for inoperative MALSR.

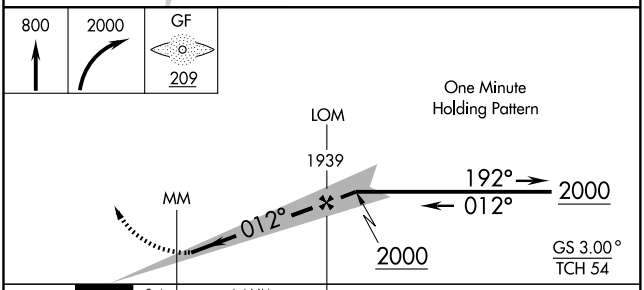
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct GF LOM and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L







FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 1	574-1 250 (300-1)			
S-LOC 1	700-1 376 (400-1)			
CIRCLING	840-1 512 (600-1)		840-1½ 512 (600-1½)	900-2 572 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
012°	TDZE	324
	Apt Elev	328

RNAV (GPS) RWY 1

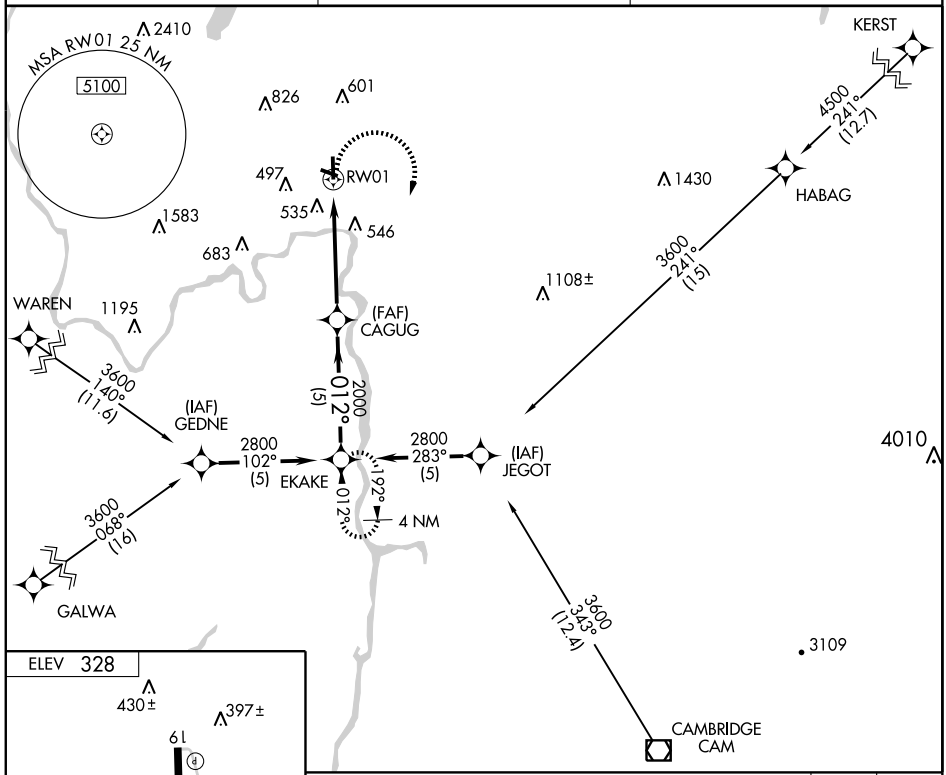
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

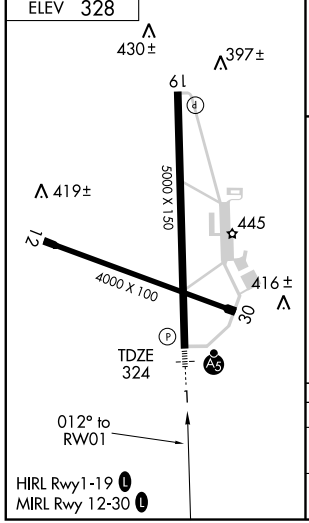
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to Cat A & B.

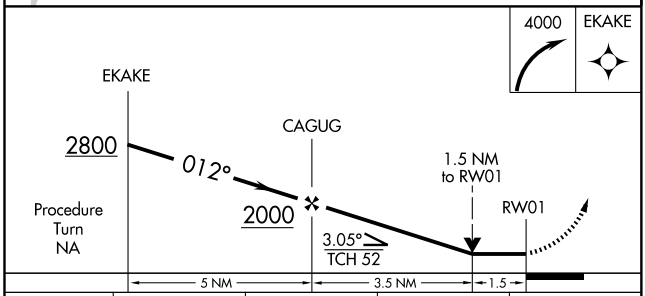
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct EKAKE WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	860-1 536 (600-1)			860-1¼ 536 (600-1¼)
CIRCLING	860-1 532 (600-1)		860-1½ 532 (600-1½)	900-2 572 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
124°	TDZE	328
	Apt Elev	328

RNAV (GPS) RWY 12

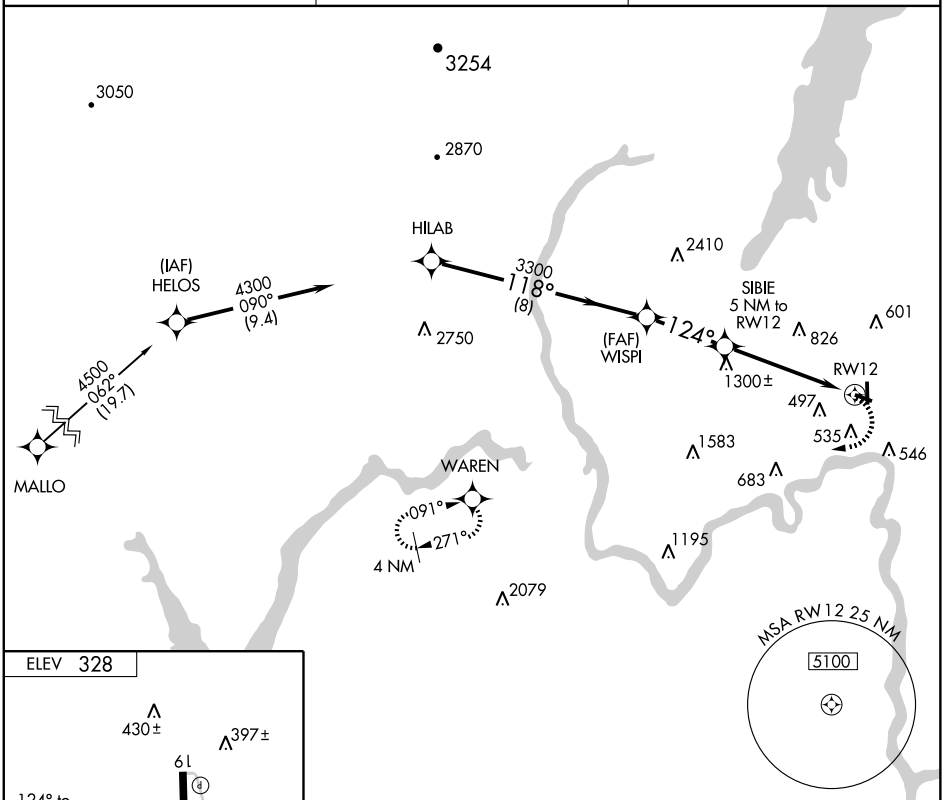
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

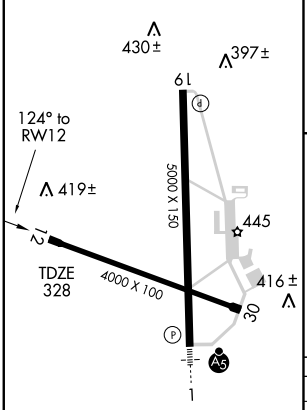
NA

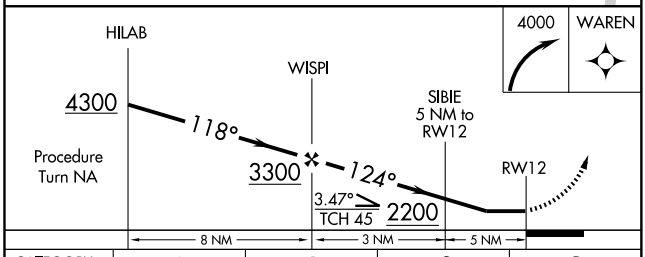
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct to WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)
CIRCLING	1560-1¼ 1232 (1300-1¼)	1560-1½ 1232 (1300-1½)	1560-3	1232 (1300-3)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
177°	TDZE	327
	Apt Elev	328

RNAV (GPS) RWY 19

GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct EKAKE WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L

MSA JENAB 25 NM
5100
3254
2870
5100 051° (111.1)
GASSY
Procedure NA for arrival at Gassy Int on V203 Southeastbound.
2750
(IAF) GOCER
3800 087° (5)
FIKAT
3800 267° (5)
(IAF) HIRUS
5100 262° (13.2)
ENSON
2650
3800 177° (5.6)
(FAF) CIMOT
1439±
5100 320° (14.6)
GRISS
2410
DECAC 3.1 NM to JENAB
1079±
599±
601
826
(MAP) JENAB
1430
497
535
546
1583
683
1195

MISSED APCH FIX
EKAKE
192°
012°
4 NM

ELEV 328
430±
397±
6l
TDZE 327
5000 X 150
419±
445
12
4000 X 100
416±
30
1

4000 EKAKE

CIMOT FIKAT
Procedure Turn NA
DECAC 3.1 NM to JENAB
177° 3800
177° 3800
JENAB
1680
3.50°
TCH 48
VGSI and descent angles not coincident.

0.5 3.1 NM 5.7 NM 5.6 NM

CATEGORY	A	B	C	D
LNAV MDA	860-1	533 (600-1)	860-1½ 533 (600-1½)	860-1¾ 533 (600-1¾)
CIRCLING	860-1	532 (600-1)	860-1½ 532 (600-1½)	900-2 572 (600-2)

HIRL Rwy1-19 L
MIRL Rwy 12-30 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
305°	TDZE	325
	Apt Elev	328

RNAV (GPS) RWY 30

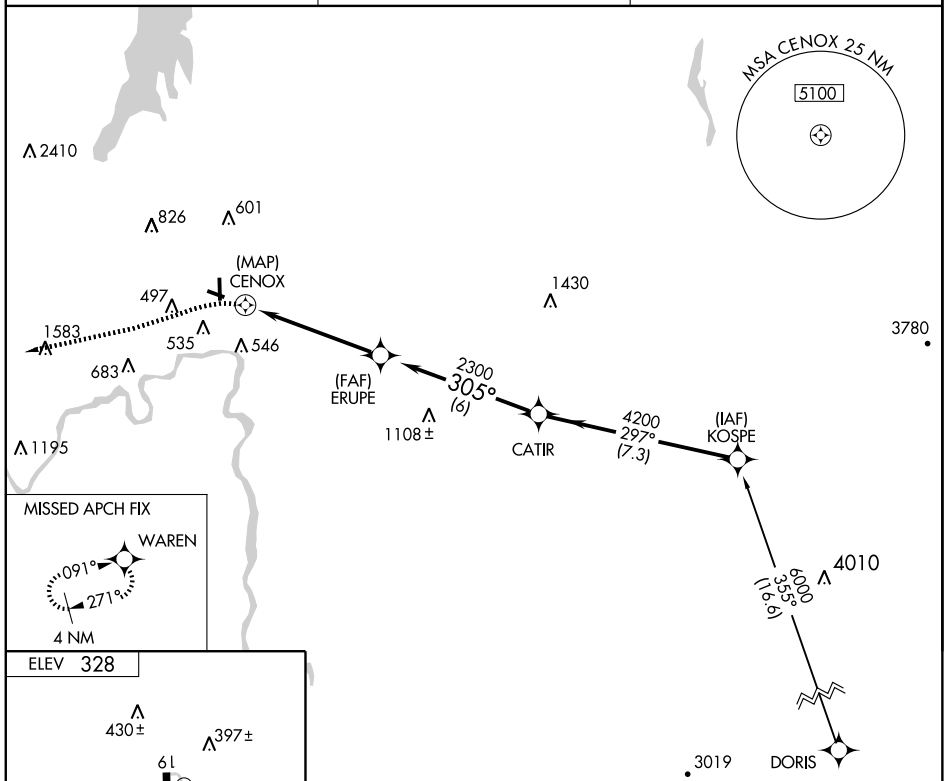
GLENS FALLS/ FLOYD BENNETT MEMORIAL (GFL)

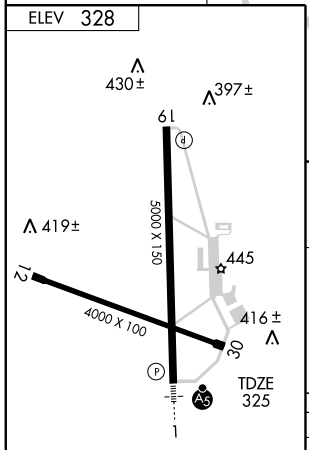
NA

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

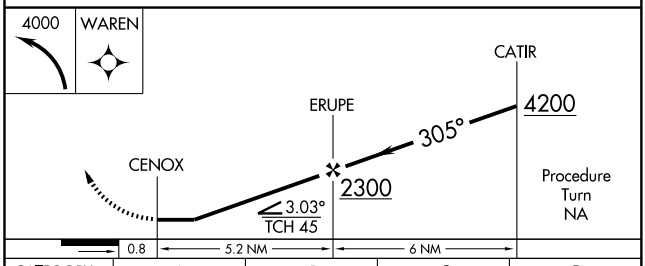
MISSED APPROACH: Climbing left turn to 4000 direct WAREN WP and hold.

ASOS	ALBANY APP CON	UNICOM
119.925	132.825 307.2	123.0 (CTAF) L





HIRL Rwy1-19 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	1020-1	695 (700-1)	1020-2 695 (700-2)	1020-2¼ 695 (700-2¼)
CIRCLING	1020-1	692 (700-1)	1020-2 692 (700-2)	1020-2¼ 692 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

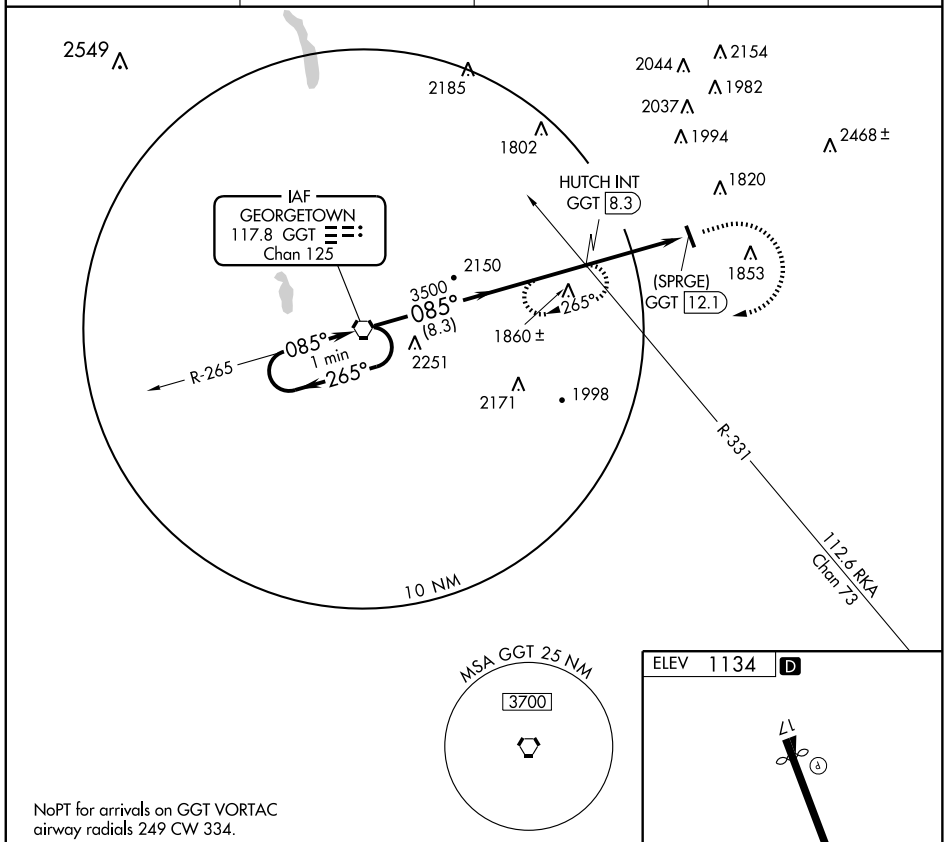
VORTAC GGT 117.8 Chan 125	APP CRS 085°	Rwy Idg N/A TDZE N/A Apt Elev 1134

VOR or GPS-A
HAMILTON MUNI (VGC)

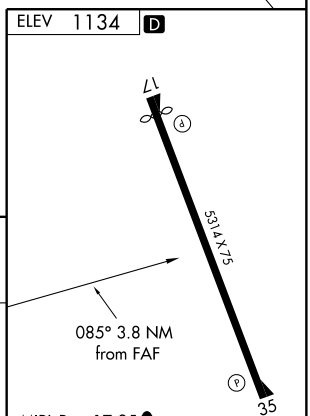
▼ A NA — Use Syracuse Hancock Intl altimeter setting.

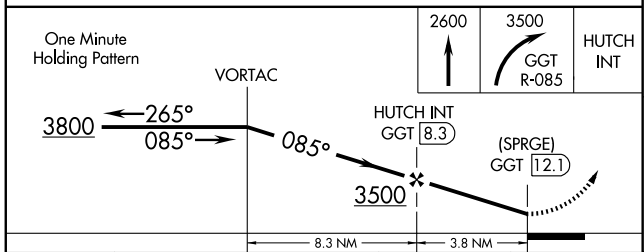
MISSED APPROACH: Climb to 2600 then climbing right turn to 3500 via GGT R-085 to HUTCH INT and hold.

AWOS-3	SYRACUSE APP CON	UNICOM	
119.425	126.125 269.125	123.0 (CTAF)	122.7 L



NoPT for arrivals on GGT VORTAC airway radials 249 CW 334.





CATEGORY	A	B	C	D
CIRCLING	2240-1¼ 1106 (1200-1¼)	2240-1½ 1106 (1200-1½)	2240-3 1106 (1200-3)	NA

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4500
175°	TDZE	1213
	Apt Elev	1220

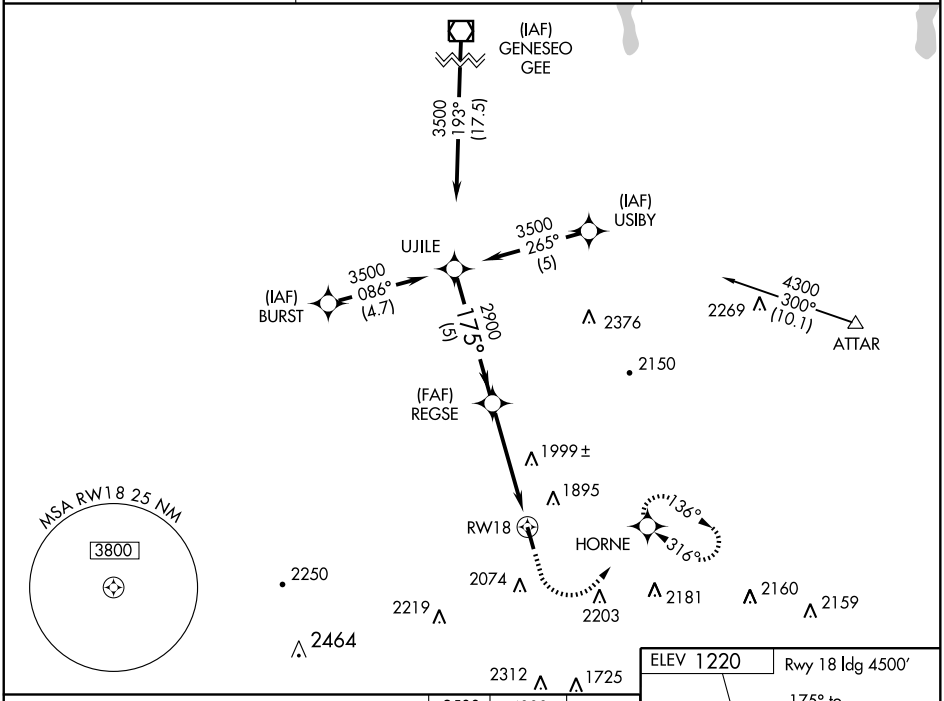
GPS RWY 18
HORNELL MUNI (4G6)

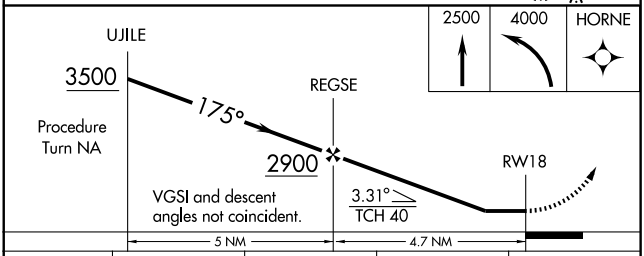
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

NA

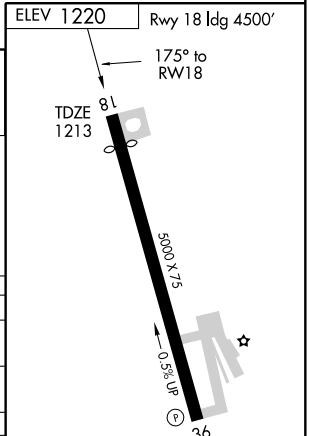
MISSED APPROACH: Climb to 2500, then left climbing turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	2260-1¼ 1047 (1100-1¼)	2260-1½ 1047 (1100-1½)	2260-3 1047 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-18	2520-1¼ 1307 (1300-1¼)	2520-1½ 1307 (1300-1½)	2520-3 1307 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2700-3 1480 (1500-3)	NA



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5000
355°	TDZE	1196
	Apt Elev	1220

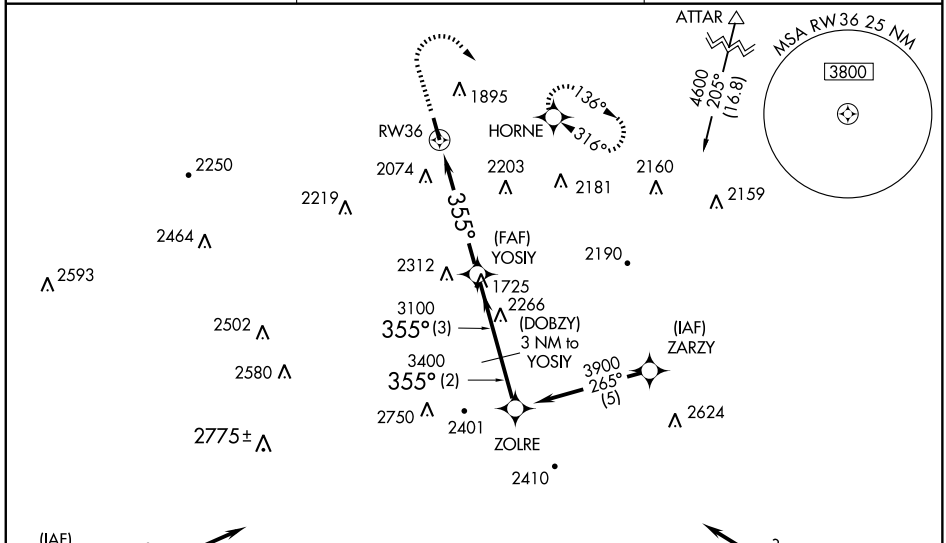
GPS RWY 36
HORNELL MUNI (4G6)

Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

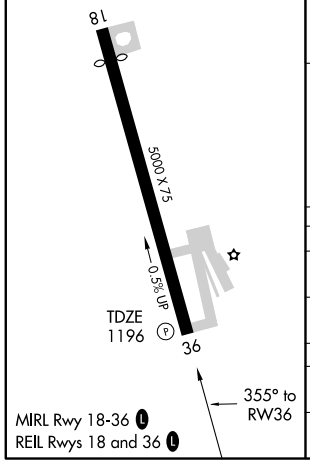
NA

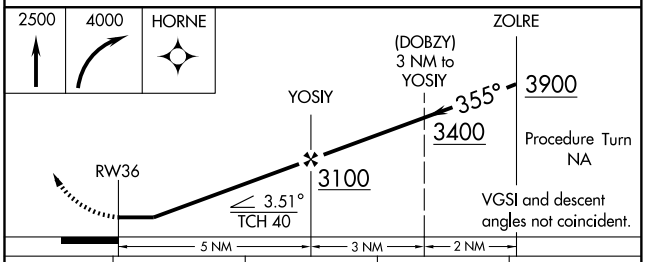
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct HORNE WP and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L



ELEV 1220 Rwy 18 ldg 4500′





CATEGORY	A	B	C	D
S-36	2260-1¼ 1064 (1100-1¼)	2260-1½ 1064 (1100-1½)	2260-3 1064 (1100-3)	NA
CIRCLING	2320-1¼ 1100 (1100-1¼)	2320-1½ 1100 (1100-1½)	2360-3 1140 (1200-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
S-36	2520-1¼ 1324 (1300-1¼)	2520-1½ 1324 (1300-1½)	2520-3 1324 (1300-3)	NA
CIRCLING	2600-1¼ 1380 (1400-1¼)	2600-1½ 1380 (1400-1½)	2620-3 1400 (1400-3)	NA

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	048°	TDZE	N/A
Chan 51		Apt Elev	1220

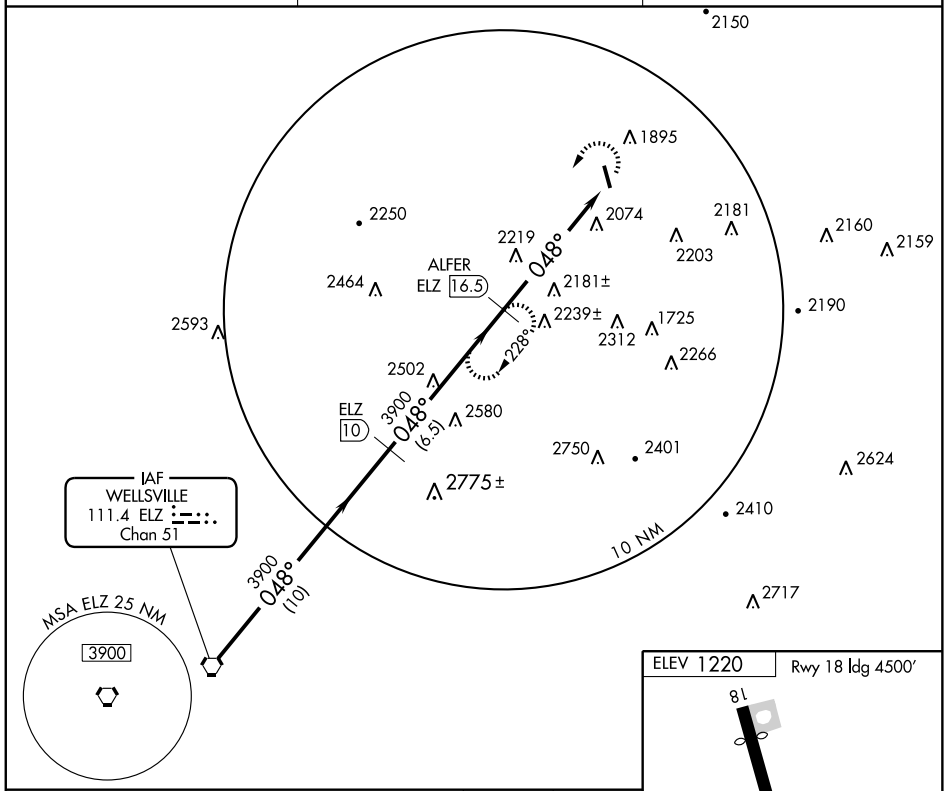
VOR/DME-A
HORNELL MUNI (4G6)

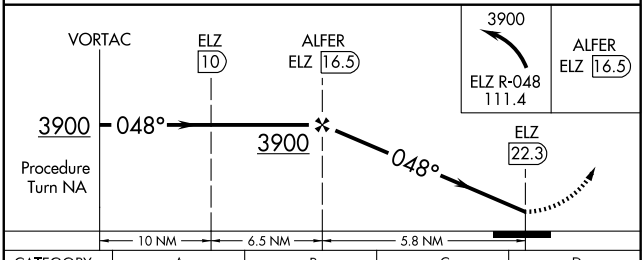
Obtain local altimeter setting on CTAF; when not received, use Elmira/Corning Rgnl altimeter setting.

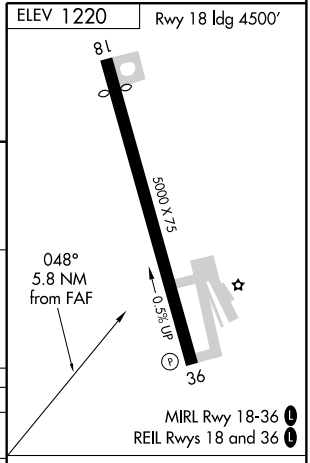
NA

MISSED APPROACH: Climbing left turn to 3900 via ELZ R-048 to ALFER 16.5 DME and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.475	124.325 353.850	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2440-1¼ 1220 (1300-1¼)	2440-1½ 1220 (1300-1½)	2440-3 1220 (1300-3)	NA
ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS				
CIRCLING	2700-1¼ 1480 (1500-1¼)	2700-1½ 1480 (1500-1½)	2700-3 1480 (1500-3)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-2. 03 JUN 2010 to 01 JUL 2010

NDB PFH 272	APP CRS 027°	Rwy Idg N/A TDZE N/A Apt Elev 198

NDB-A

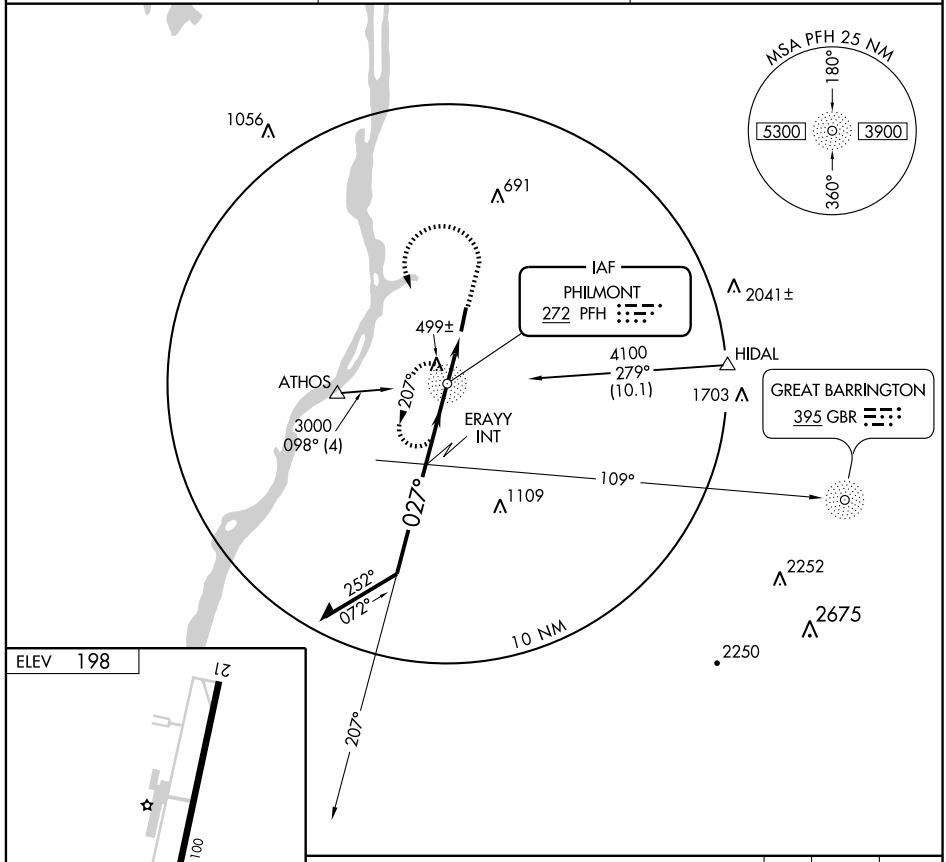
HUDSON/COLUMBIA COUNTY (1B1)

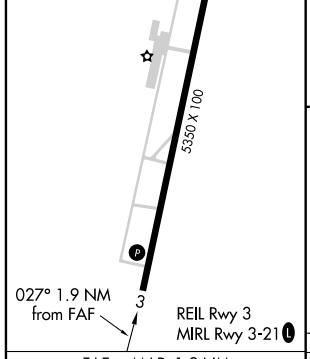
V
A NA

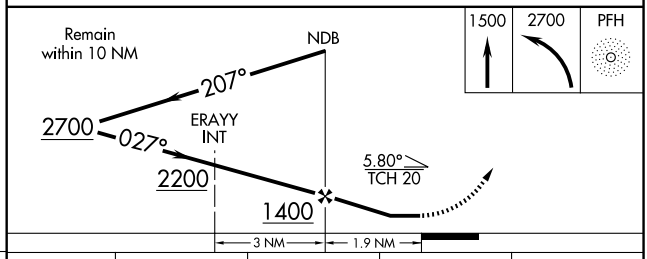
Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2700 direct PFH NDB and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L







FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

CATEGORY	A	B	C	D
CIRCLING	800-1 602 (700-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5350
CH 77715	025°	TDZE	198
W03A		Apt Elev	198

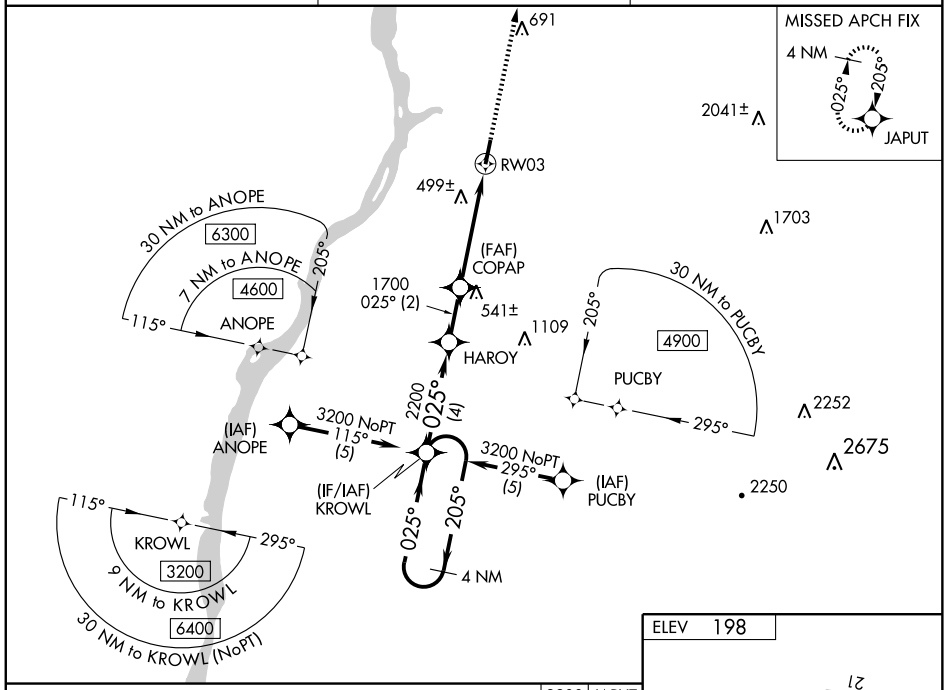
RNAV (GPS) RWY 3

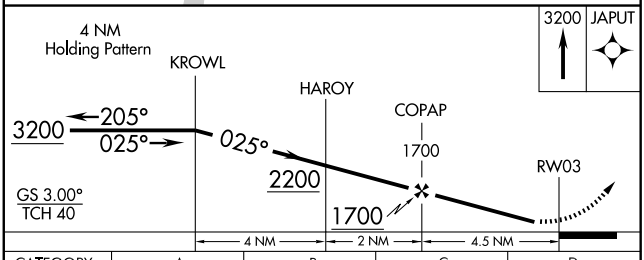
HUDSON/COLUMBIA COUNTY (1B1)

Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting is not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

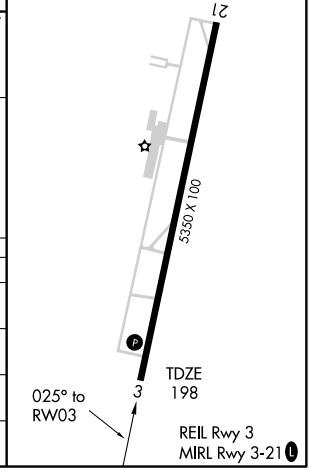
MISSED APPROACH: Climb to 3200 direct JAPUT and hold, continue climb-in-hold to 3200.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	500-1 302 (400-1)			
LNAV/VNAV DA	842-2¼ 644 (700-2¼)			
LNAV MDA	760-1 562 (600-1)		760-1½ 562 (600-1½)	760-1¾ 562 (600-1¾)
CIRCLING	760-1 562 (600-1)	820-1 622 (700-1)	860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)



NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 21

HUDSON/COLUMBIA COUNTY (1B1)

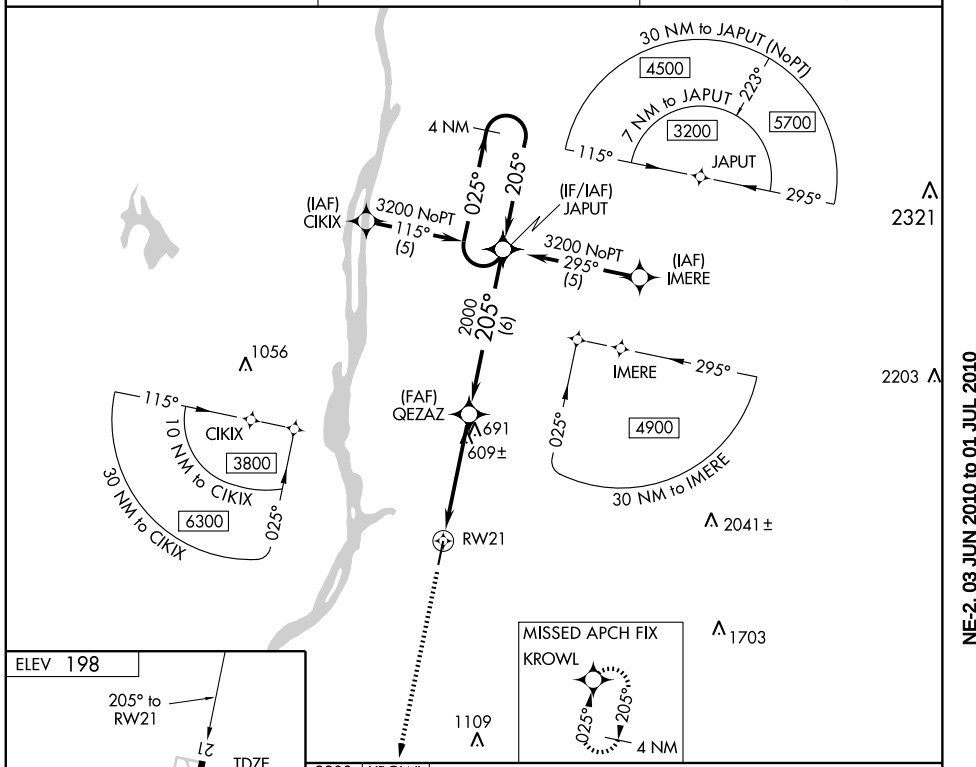
WAAS	APP CRS	Rwy Idg	5350
CH 40215	205°	TDZE	194
W21A		Apt Elev	198

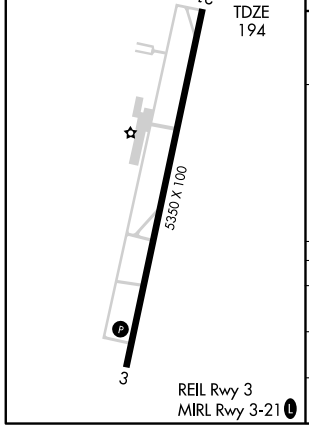
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all DA 76 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat B ¼ mile, Cats C and D ½ mile. Circling Cat B ¼ mile, Cat C ½ mile and Cat D ¼ mile.

NA

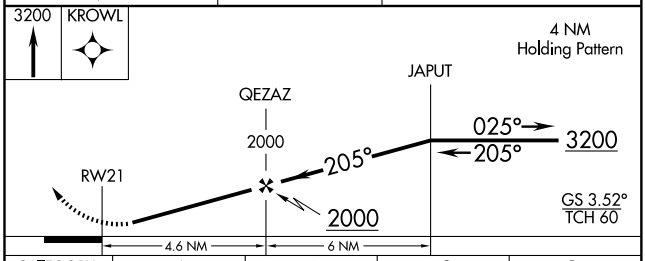
MISSED APPROACH: Climb to 3200 direct KROWL and hold.

AWOS-3	ALBANY APP CON	UNICOM
133.525	132.825 307.2	123.05 (CTAF) L





REIL Rwy 3
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	614-1¼ 420 (500-1¼)			NA
LNAV MDA	860-1 666 (700-1)		860-1¾ 666 (700-1¾)	860-2 666 (700-2)
CIRCLING	860-1 662 (700-1)		860-1¾ 662 (700-1¾)	920-2¼ 722 (800-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

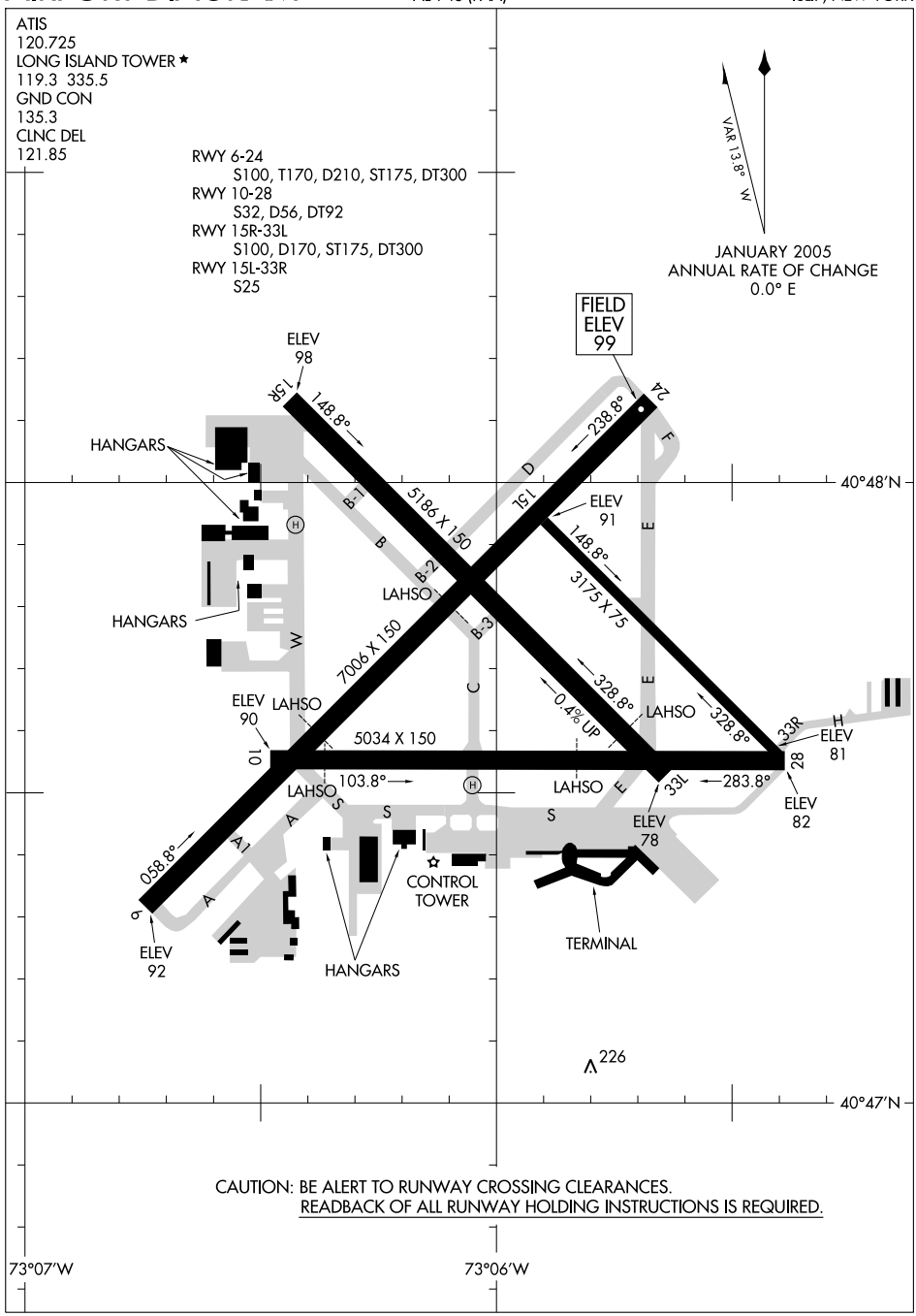
09183

AIRPORT DIAGRAM

AL-948 (FAA)

ISLIP/ LONG ISLAND MACARTHUR (ISP)

ISLIP, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-ISP	APP CRS	Rwy Idg	7006
108.3	059°	TDZE	94
		Apt Elev	99

ILS or LOC RWY 6

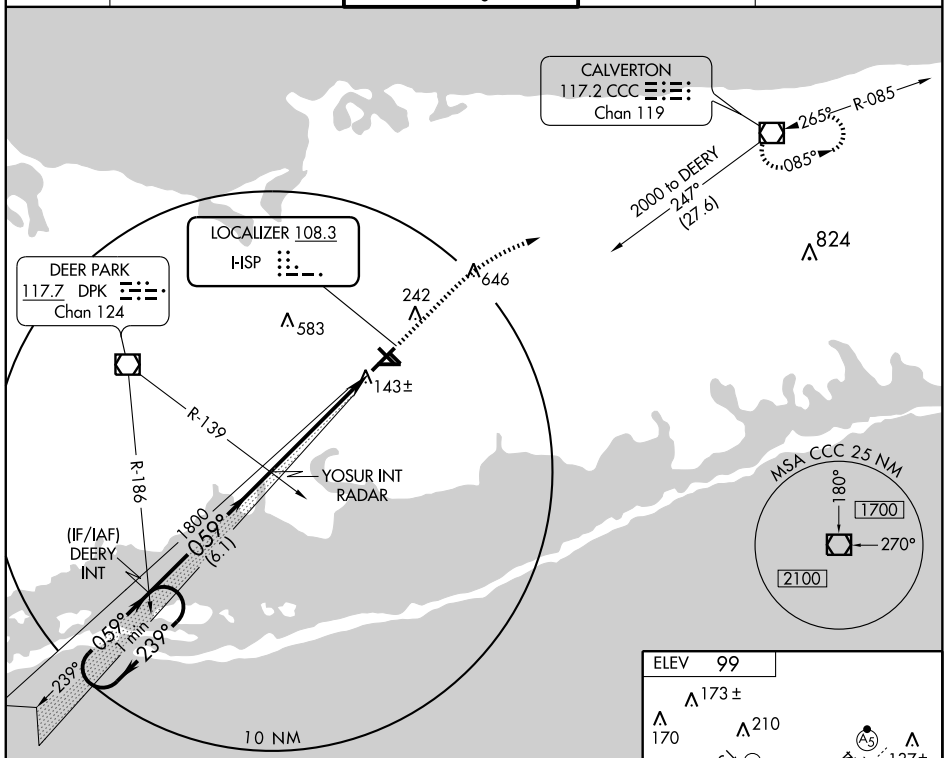
ISLIP/LONG ISLAND MAC ARTHUR (ISP)

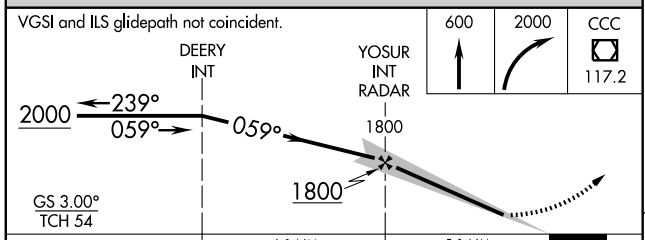
When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 6 DA to 322 and all MDA 40 feet.
For inoperative MALSR, increase S-LOC 6 Cat D visibility to RVR 5000.
** RVR 1800 authorized with the use of FD or or AP or HUD to DA.

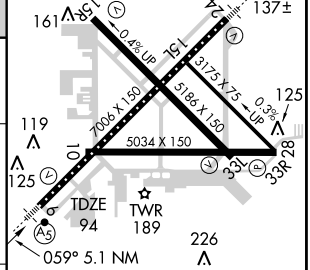
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85







MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

CATEGORY	A	B	C	D
S-ILS 6	**294/24 200(200-½)			
S-LOC 6	400-24 306 (400-½)			400/40 306 (400-¾)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-RXN	APP CRS	Rwy Idg	7006
108.3	239°	TDZE	99
		Apt Elev	99

ILS or LOC RWY 24

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

**RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Shirley altimeter setting and increase S-ILS 24 DA to 327 and all MDA 40 feet and increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 100° and CCC R-221 to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER*	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85

ALTERNATE MISSED APCH FIX

108.8 BDR Chan 25 R-082 082° 262° 117.7 DPK Chan 124 PAZTA R-192

NoPT for arrivals on CCC VOR/DME airway radials 057 CW 193.

108.8 BDR Chan 25 R-192

108.8 BDR Chan 25 R-162

IAF CALVERTON 117.2 CCC Chan 119

(IF) CORAM INT 059° R-085 265° 085° 2000 278° (6.4) R-278 1400 239° (6.5) R-221

DEER PARK 117.7 DPK Chan 124 R-082 583

PAZTA RIZER OM 646 242 824

LOCALIZER 108.3 I-RXN

10 NM

MSA CCC 25 NM 180° 1700 270° 2100

ELEV 99

239° 3.5 NM from FAF

173± 170 210 161 15R 137± 24 15L 0.4% UP TDZE 99 3175 X 75 0.3% UP 125 7006 X 150 5186 X 150 5034 X 150 119 10 125 33L 33R 28 TWR 189 226

MIRL Rwy 15R-33L L

HIRL Rwy 6-24 L

TDZ/CL Rwys 6-24

2000 100° CCC R-221 117.2 CCC 117.2 *LOC only RIZER OM 1273 239° 2000 1400* 1400 CORAM INT Procedure Turn NA GS 3.00° TCH 52

3.5 NM 6.5 NM

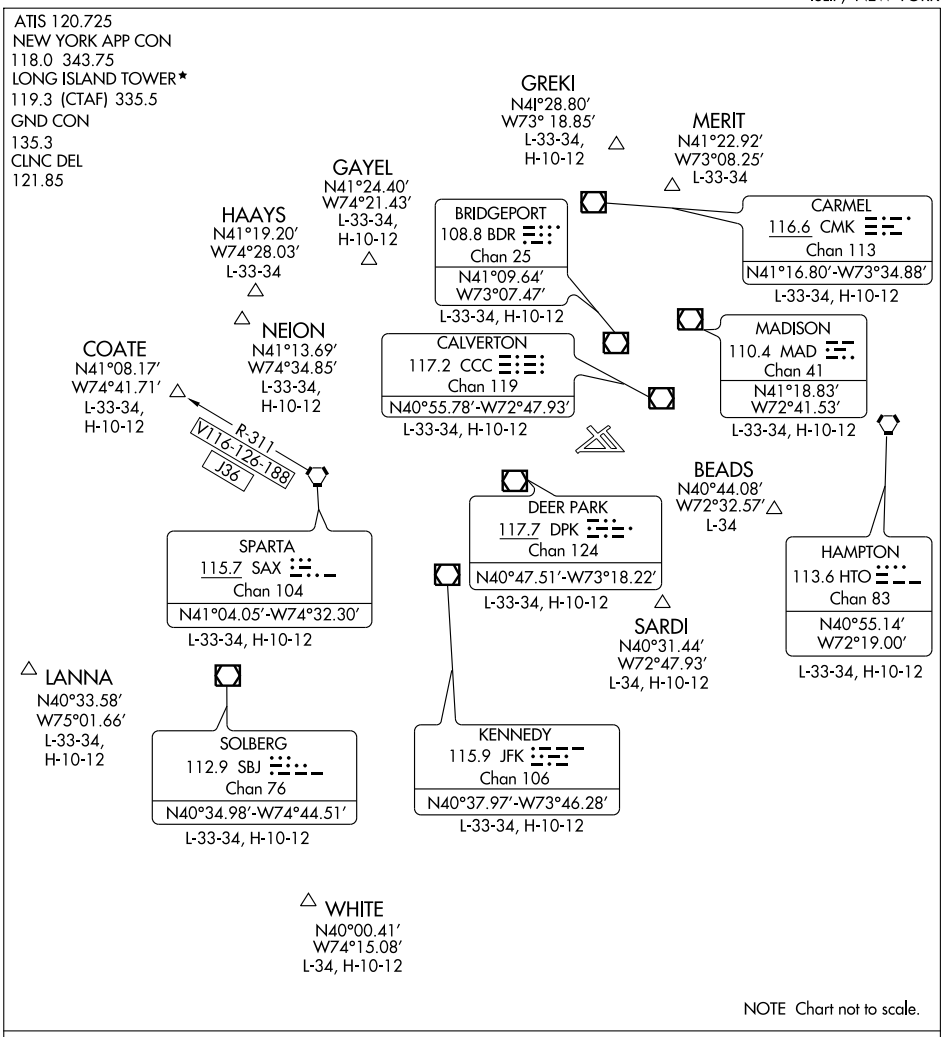
CATEGORY	A	B	C	D
S-ILS 24	** 299/24	200 (200-½)		
S-LOC 24	500/24	401 (500-½)	500/40	401 (500-¾)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NE-2. 03 JUN 2010 to 01 JUL 2010

LONG ISLAND THREE DEPARTURE

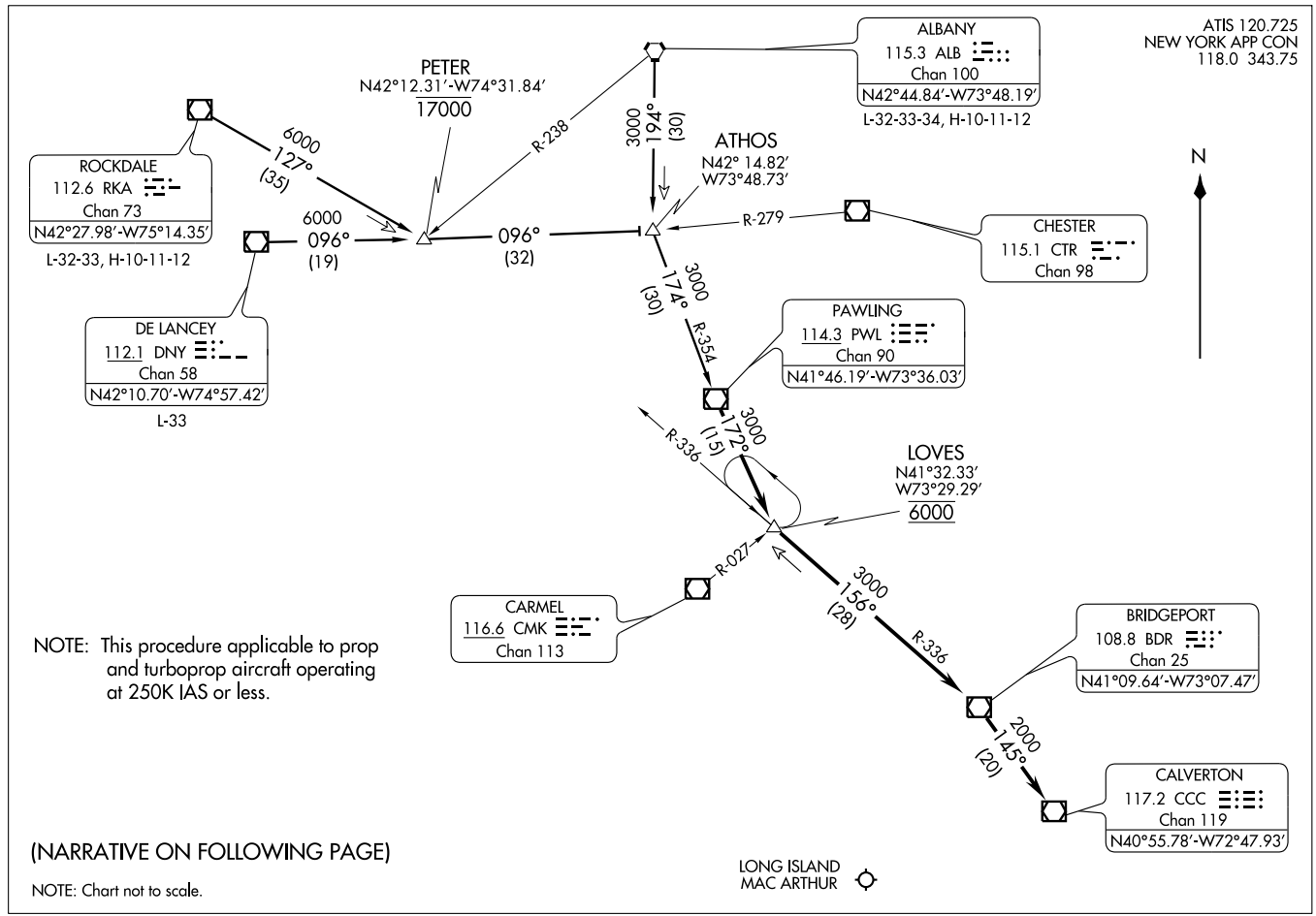


DdepartureRouteDescription

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading. Thence via vectors to assigned route/fix. Maintain 3,000 feet, expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.


ATIS 120.725
NEW YORK APP CON
118.0 343.75
(LOVES.LOVES2) 09015
LOVES TWO ARRIVAL
ST-948 (FAA)
LONG ISLAND MACARTHUR
ISLIP, NEW YORK
ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-10-11-12
PETER
N42°12.31'-W74°31.84'
17000
ATHOS
N42° 14.82'
W73°48.73'
ROCKDALE
112.6 RKA
Chan 73
N42°27.98'-W75°14.35'
L-32-33, H-10-11-12
DE LANCEY
112.1 DNY
Chan 58
N42°10.70'-W74°57.42'
L-33
CHESTER
115.1 CTR
Chan 98
PAWLING
114.3 PWL
Chan 90
N41°46.19'-W73°36.03'
LOVES
N41°32.33'
W73°29.33'
6000
CARMEL
116.6 CMK
Chan 113
BRIDGEPORT
108.8 BDR
Chan 25
N41°09.64'-W73°07.47'
CALVERTON
117.2 CCC
Chan 119
N40°55.78'-W72°47.93'
6000
127°
(35)
R-238
3000
161°
(30)
6000
096°
(19)
096°
(32)
R-279
3000
174°
(30)
R-354
3000
172°
(15)
R-336
R-027
3000
156°
(28)
R-336
2000
145°
(20)
N
NOTE: This procedure applicable to prop and turboprop aircraft operating at 250K IAS or less.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
LONG ISLAND
MAC ARTHUR

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.LOVES2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
DE LANCEY TRANSITION (DNY.LOVES2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
ROCKDALE TRANSITION (RKA.LOVES2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .
. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via direct to CCC VOR/DME (MEA 2000). Expect radar vectors to the final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOM IS	APP CRS	Rwy Idg	7006
366	059°	TDZE	94
		Apt Elev	99

NDB RWY 6

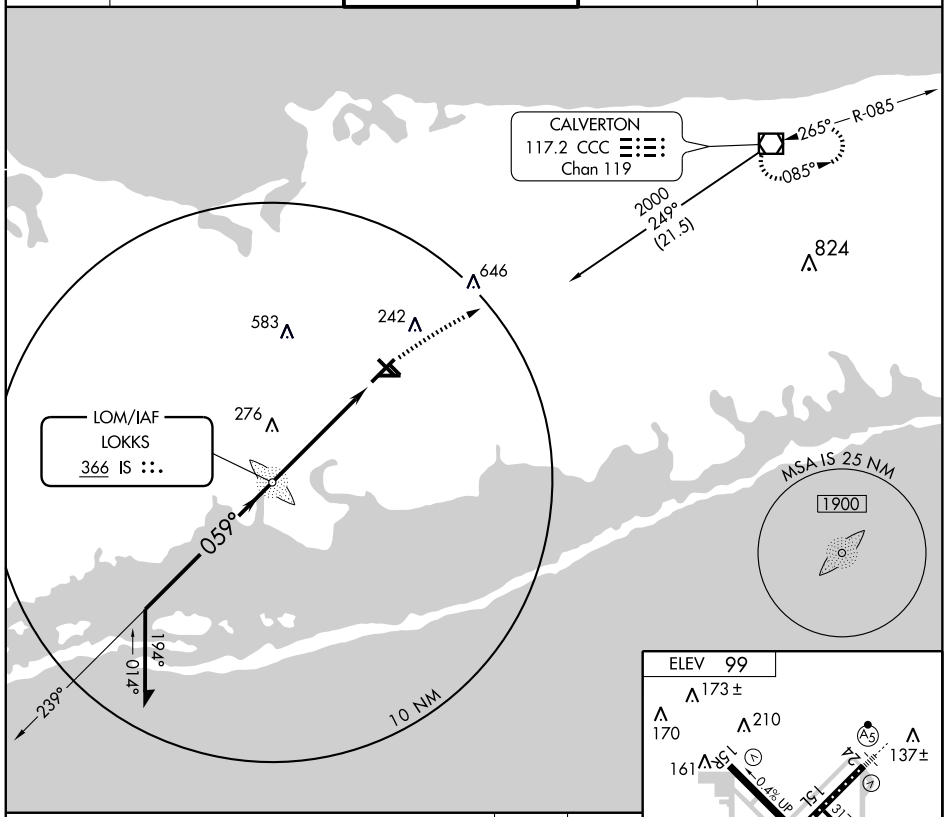
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

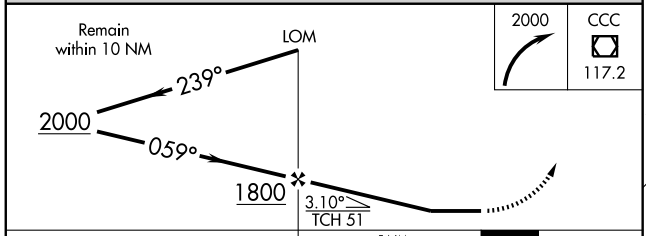
When local altimeter setting not received, use Shirley altimeter setting and increase all MDA 40 feet and increase S-6 Cat C and D visibility ¼.

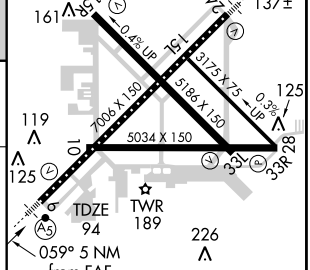
MALSR

MISSED APPROACH: Climbing right turn to 2000 direct CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85







MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

CATEGORY	A	B	C	D
S-6	580/40 486 (500-¾)			580/60 486 (500-1¼)
CIRCLING	580-1 481 (500-1)		580-1½ 481 (500-1½)	660-2 561 (600-2)

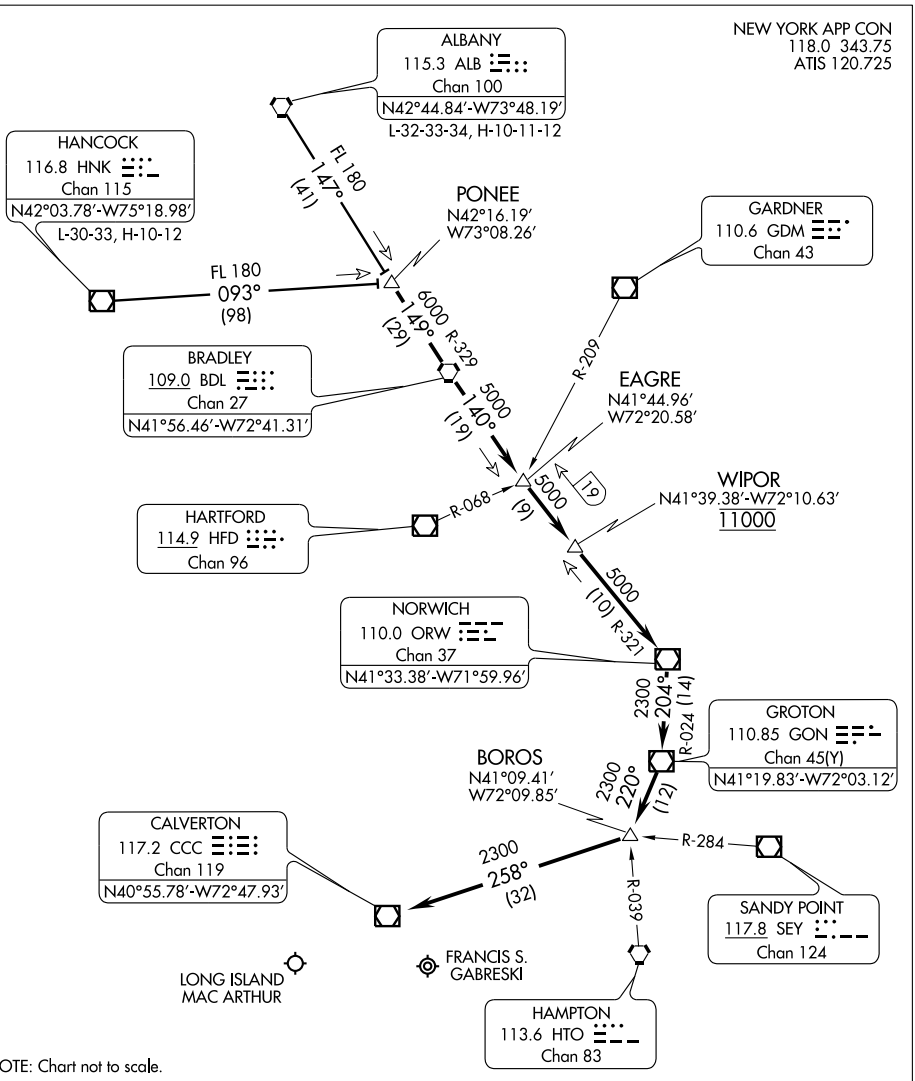
FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 03 JUN 2010 to 01 JUL 2010

PONEE TWO ARRIVAL

ISLIP, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7006
CH 66010	059°	TDZE	94
W06A		Apt Elev	99

RNAV (GPS) RWY 6

ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

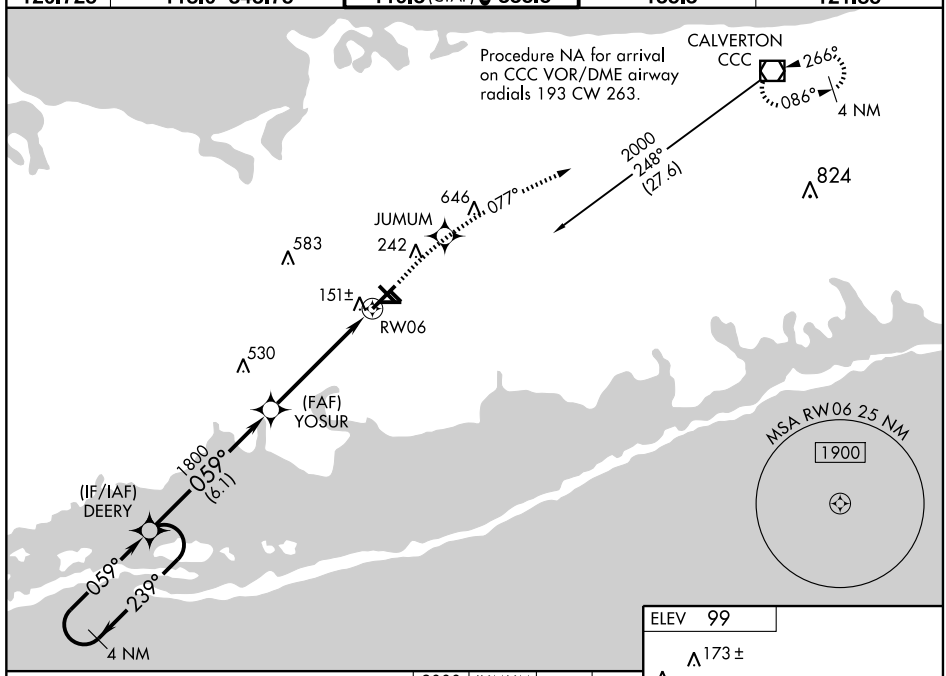
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

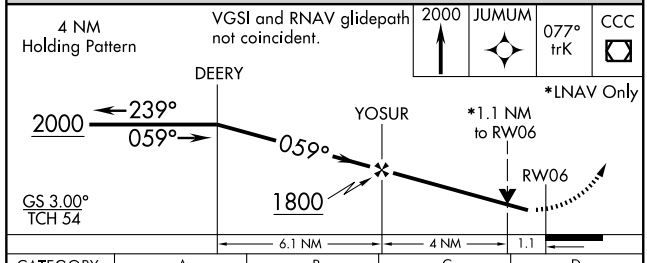
When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.
Baro-VNAV NA when using Shirley altimeter setting.
VDP NA when using Shirley altimeter setting.

MALSR

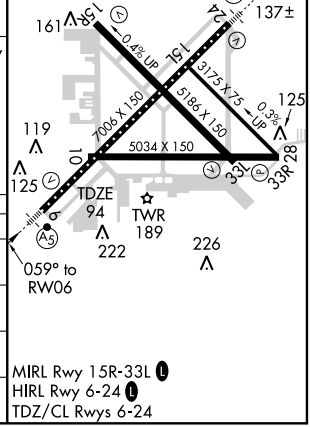
MISSED APPROACH: Climb to 2000 direct JUMUM and via 077° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





CATEGORY	A	B	C	D
LPV DA	294/24	200 (200-½)		
LNAV/ VNAV DA	451/40	357 (400-¾)		
LNAV MDA	500/24	406 (500-½)	500/40 406 (500-¾)	500/50 406 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)



MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82610 W24A	APP CRS 239°	Rwy Idg 7006 TDZE 99 Apt Elev 99

RNAV (GPS) RWY 24

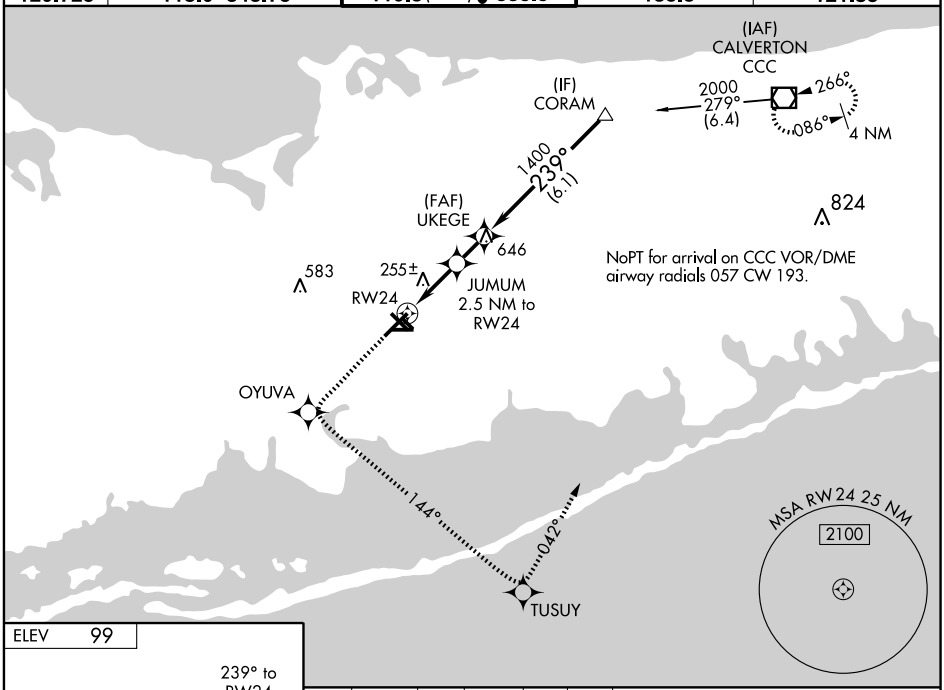
ISLIP/ LONG ISLAND MAC ARTHUR (ISP)

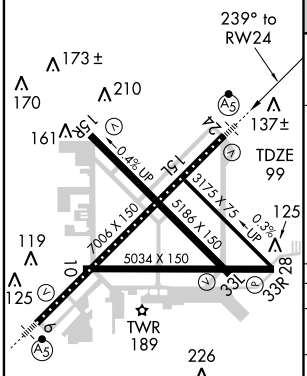
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shirley altimeter setting and increase all DA 28 feet and all MDA 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. Baro-VNAV NA when using Shirley altimeter setting. VDP NA when using Shirley altimeter setting.

MALSR

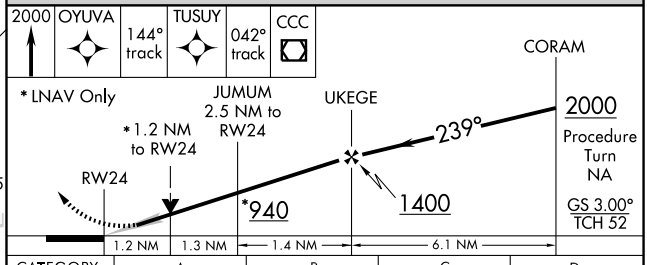
MISSED APPROACH: Climb to 2000 direct OYUVA then via 144° track to TUSUY then via 042° track to CCC VOR/DME and hold.

ATIS	NEW YORK APP CON	LONG ISLAND TOWER ★	GND CON	CLNC DEL
120.725	118.0 343.75	119.3 (CTAF) L 335.5	135.3	121.85





MIRL Rwy 15R-33L L
HIRL Rwy 6-24 L
TDZ/CL Rwys 6-24



CATEGORY	A	B	C	D
LPV DA	299/24		200 (200-½)	
LNAV/VNAV DA	593/60		494 (500-1¼)	
LNAV MDA	520/24	421 (500-½)	520/40 421 (500-¾)	520/50 421 (500-1)
CIRCLING	580-1	481 (500-1)	580-1½ 481 (500-1½)	660-2 561 (600-2)

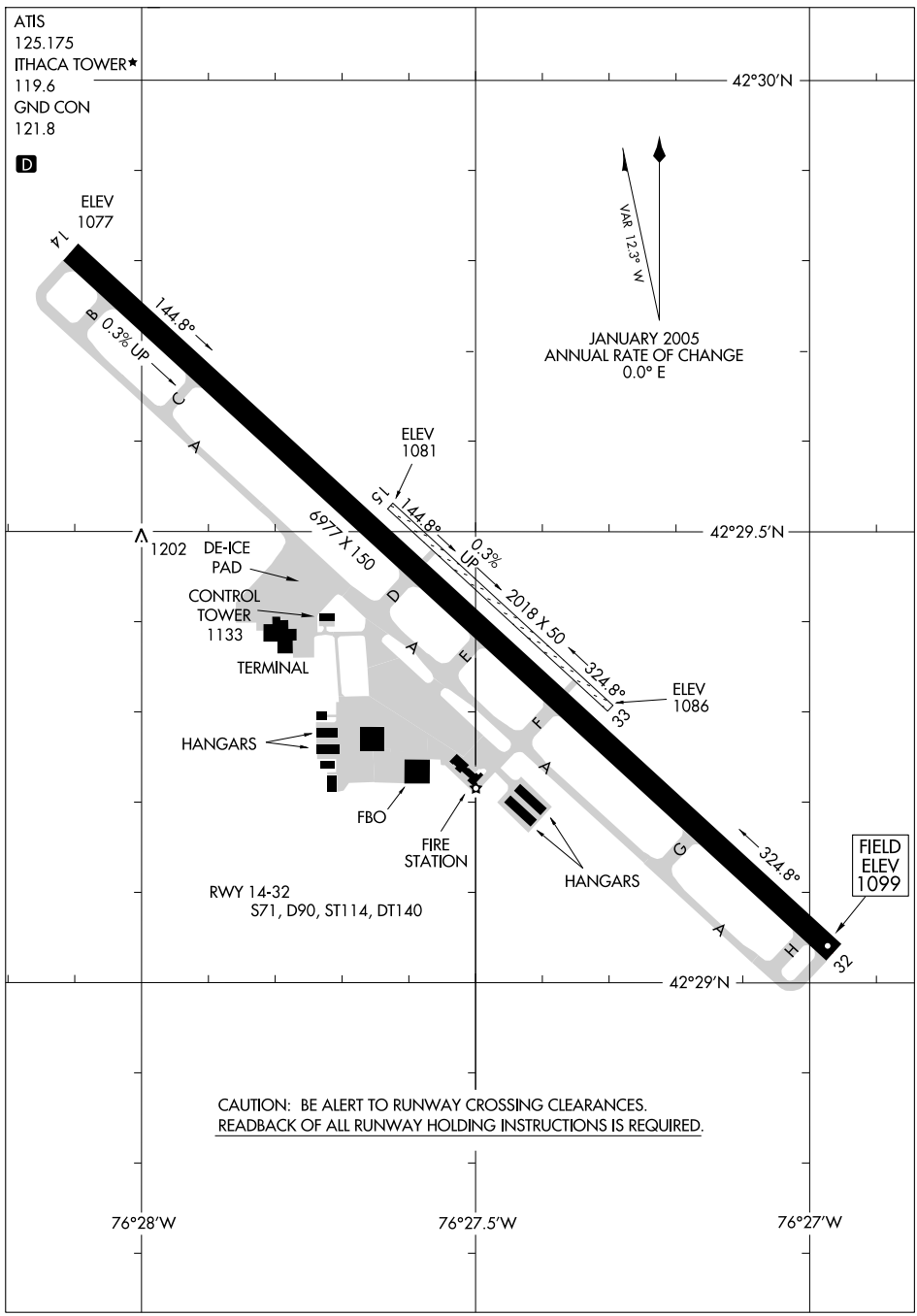
NE-2. 03 JUN 2010 to 01 JUL 2010

09239

AIRPORT DIAGRAM

AL-779 (FAA)

ITHACA TOMPKINS RGNL (ITH)
ITHACA, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-ITH	APP CRS	Rwy Idg	6601
108.7	325°	TDZE	1099
		Apt Elev	1099

ILS or LOC RWY 32

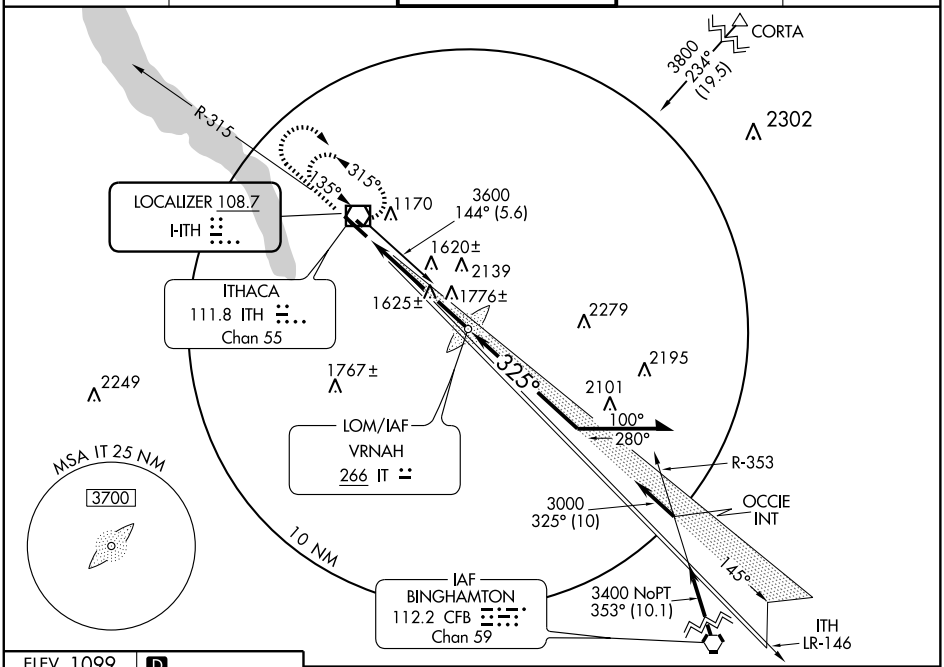
ITHACA TOMPKINS RGNL (ITH)

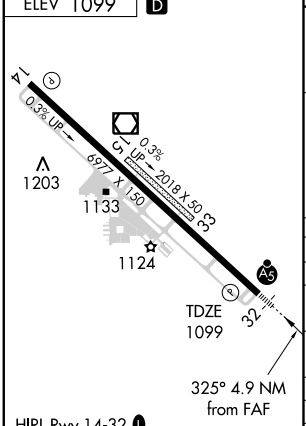
Inoperative table does not apply to S-ILS 32. When local altimeter setting not received, use Elmira altimeter setting.

MALSR

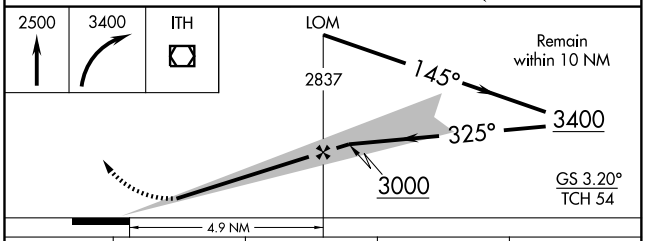
MISSED APPROACH: Climb to 2500 then climbing right turn to 3400 direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 32	1349/40 250 (300-¾)			
S-LOC 32	2040/40 941 (1000-¾)		2040-2¼ 941 (1000-2¼)	2040-2½ 941 (1000-2½)
CIRCLING	2040-1¼ 941 (1000-1¼)		2040-2¾ 941 (1000-2¾)	2040-3 941 (1000-3)
	ELMIRA ALTIMETER SETTING MINIMUMS			
S-ILS 32	1433/40 334 (400-¾)			
S-LOC 32	2120/40 1021 (1100-¾)	2120/50 1021 (1100-1)	2120-2½ 1021 (1100-2½)	
CIRCLING	2120-1¼ 1021 (1100-1¼)	2120-1½ 1021 (1100-1½)	2120-3 1021 (1100-3)	

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6601
144°	TDZE	1083
	Apt Elev	1099

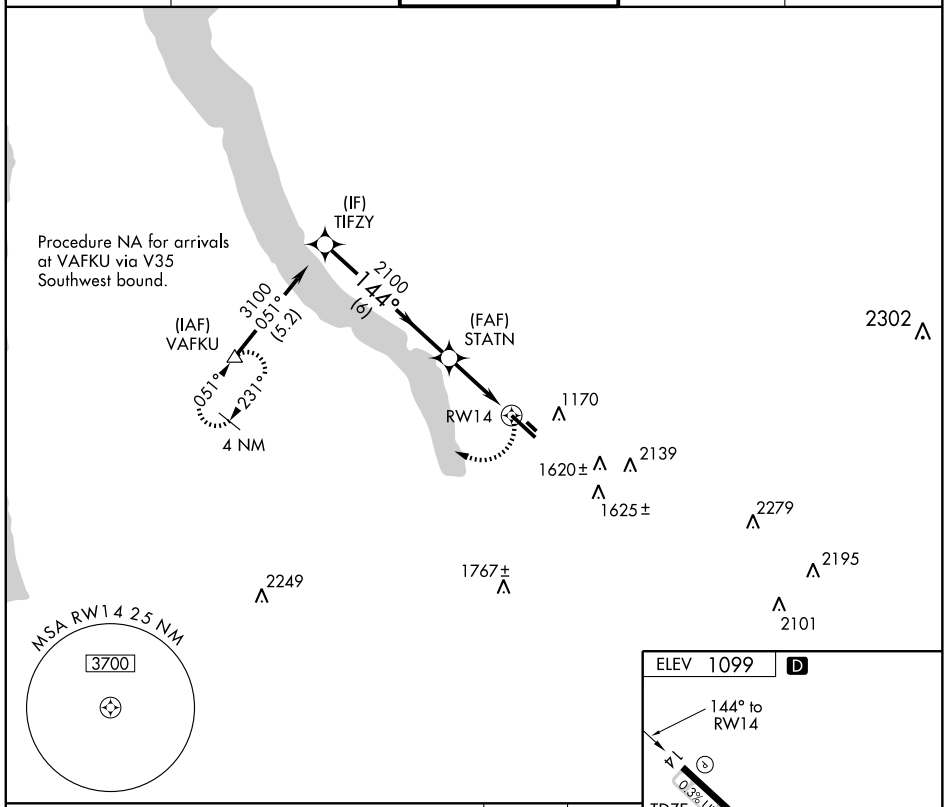
RNAV (GPS) Y RWY 14

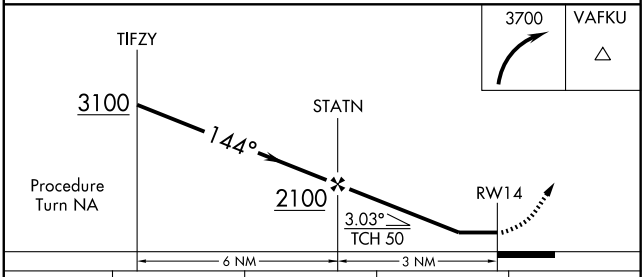
ITHACA TOMPKINS RGNL (ITH)

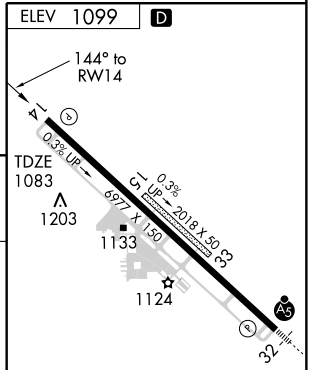
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and increase Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3700 direct VAFKU and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1500-1 417 (500-1)		1500-1¼ 417 (500-1¼)	
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1780-2¼ 681 (700-2¼)

HIRL Rwy 14-32 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6601
CH 50415	144°	TDZE	1083
W14A		Apt Elev	1099

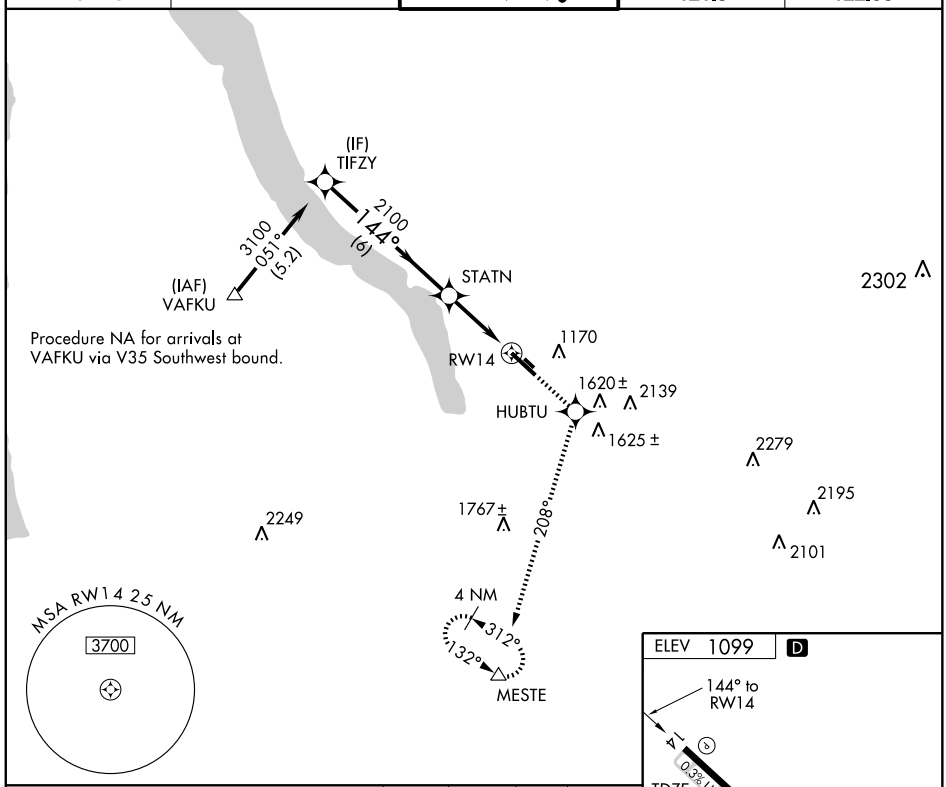
RNAV (GPS) Z RWY 14

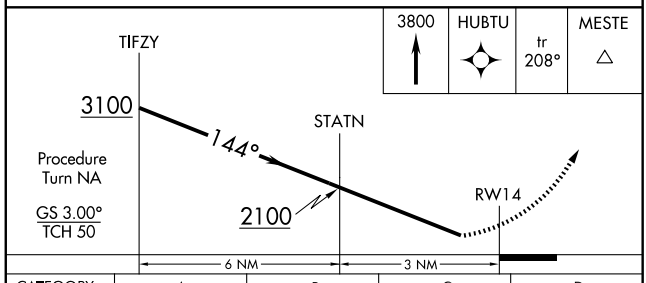
ITHACA TOMPKINS RGNL (ITH)

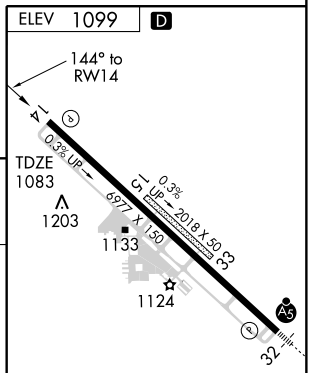
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all DA 84 feet, all MDA 100 feet and increase LPV visibility all Cats ¼ mile, and increase Circling all Cats visibility ¼ mile. Circling requires descent on glidepath to CMDA.

MISSED APPROACH: Climb to 3800 direct HUBTU and via track 208° to MESTE and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	1406-1¼ 323 (400-1¼)			
CIRCLING	1520-1¼ 421 (500-1¼)	1560-1¼ 461 (500-1¼)	1600-1½ 501 (600-1½)	1780-2¼ 681 (700-2¼)

HIRL Rwy 14-32 L

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	134°	TDZE	1083
Chan 55		Apt Elev	1099

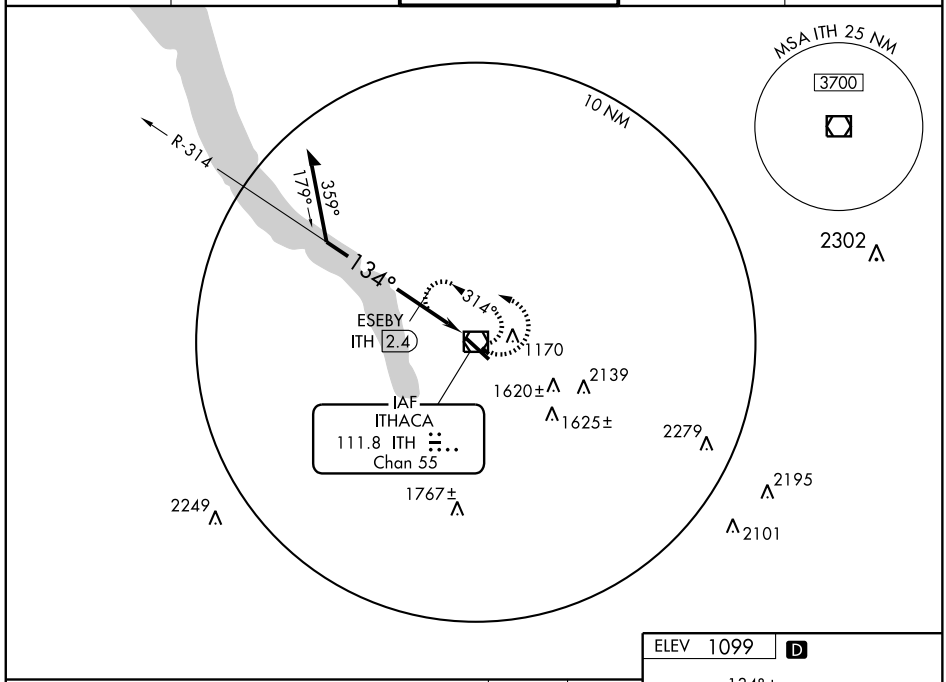
VOR RWY 14

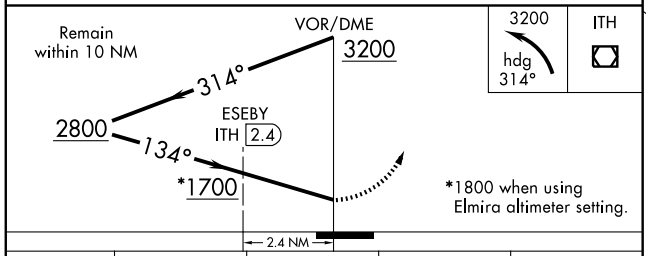
ITHACA TOMPKINS RGNL (ITH)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet and increase S-14 Cats C and D visibility ¼ mile, increase Circling Cats C and D ¼ mile, ESEBY Fix Minimums increase S-14 Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ¼ mile.

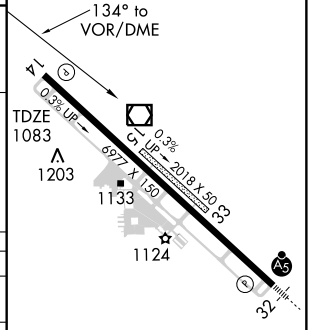
MISSED APPROACH: Climbing left turn to 3200 via heading 314° then direct ITH VOR/DME and hold.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





CATEGORY	A	B	C	D
S-14	1700-1	617 (700-1)	1700-1¾ 617 (700-1¾)	1700-2 617 (700-2)
CIRCLING	1700-1	601 (700-1)	1700-1¾ 601 (700-1¾)	1780-2¼ 681 (700-2¼)
ESEBY FIX MINIMUMS				
S-14	1520-1	437 (500-1)	1520-1¼ 437 (500-1¼)	1520-1½ 437 (500-1½)
CIRCLING	1520-1 421 (500-1)	1560-1 461 (500-1)	1600-1½ 501 (600-1½)	1780-2¼ 681 (700-2¼)



HIRL Rwy 14-32 L

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME ITH	APP CRS	Rwy Idg	6601
111.8	329°	TDZE	1099
Chan 55		Apt Elev	1099

VOR RWY 32

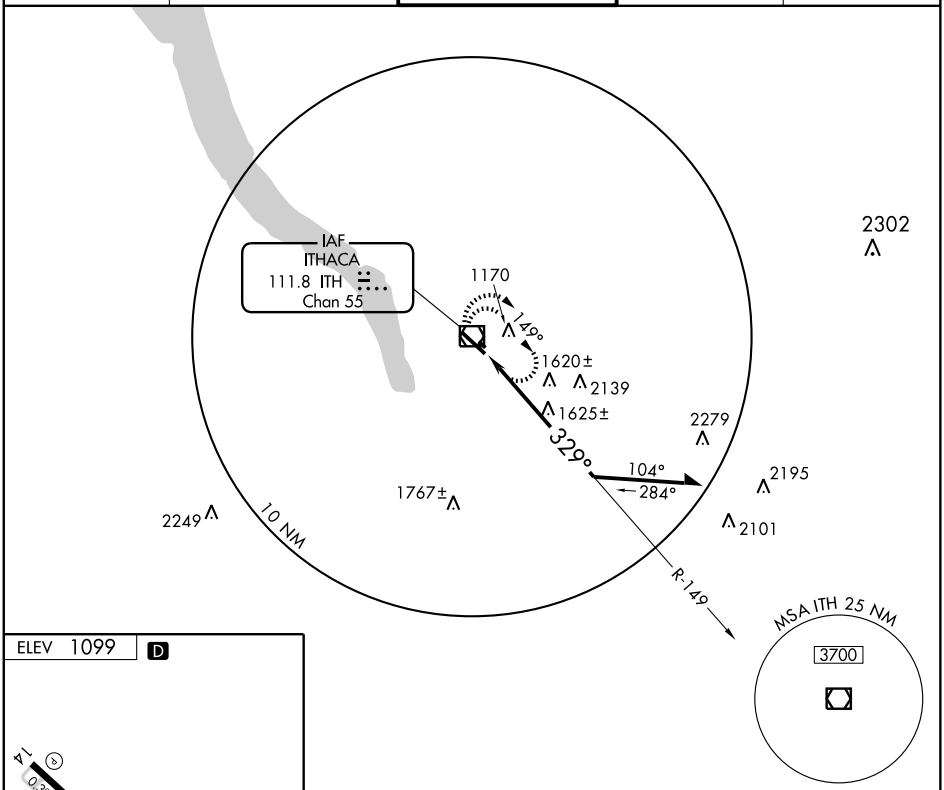
ITHACA TOMPKINS RGNL (ITH)

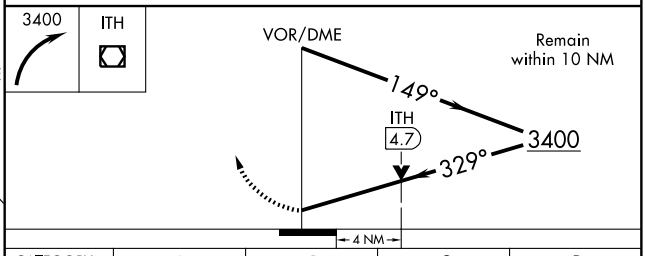
Inoperative table does not apply to Cats A and B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDA 100 feet. VDP NA when using Elmira altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3400 in ITH VOR/DME holding pattern.

ATIS	ELMIRA APP CON ★	ITHACA TOWER ★	GND CON	UNICOM
125.175	124.3 257.8	119.6 (CTAF) L	121.8	122.95





CATEGORY	A	B	C	D
S-32	2500/60 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-2½ 1401 (1500-2½)	
CIRCLING	2500-1¼ 1401 (1500-1¼)	2500-1½ 1401 (1500-1½)	2500-3 1401 (1500-3)	

HIRL Rwy 14-32 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JHW	APP CRS	Rwy Idg	5299
109.7	249°	TDZE	1721
Chan 34		Apt Elev	1723

ILS or LOC RWY 25

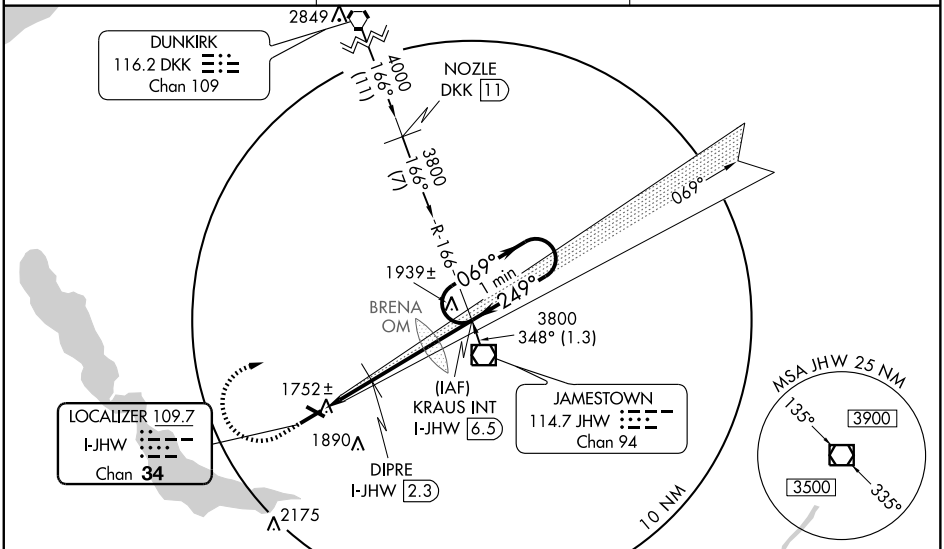
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

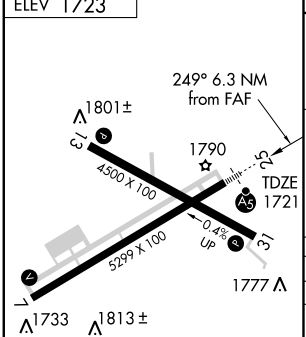
When local altimeter setting not received, use Dunkirk altimeter setting and increase S-ILS 25 DA to 2113 and all MDA 200 feet; increase S-ILS 25 all Cats visibility ½ mile; increase S-LOC 25 Cats C and D, Circling Cats C and D, DIPRE FIX minimums S-LOC 25 Cats C and D, and DIPRE FIX minimums Circling Cats C and D visibility ½ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility ½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

MISSED APPROACH: Climb to 2320 then climbing right turn to 3800 via heading 125° and I-JHW NE course to KRAUS INT/I-JHW 6.5 DME and hold.

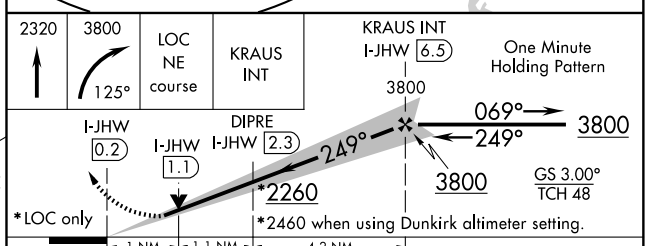
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-ILS 25	1921-½ 200 (200-½)			
S-LOC 25	2260-½ 539 (600-½)		2260-1 539 (600-1)	2260-1¼ 539 (600-1¼)
CIRCLING	2260-1 537 (600-1)		2260-1½ 537 (600-1½)	2280-2 557 (600-2)
DIPRE FIX MINIMUMS				
S-LOC 25	2080-½ 359 (400-½)			2080-¾ 359 (400-¾)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5299
069°	TDZE	1722
	Apt Elev	1723

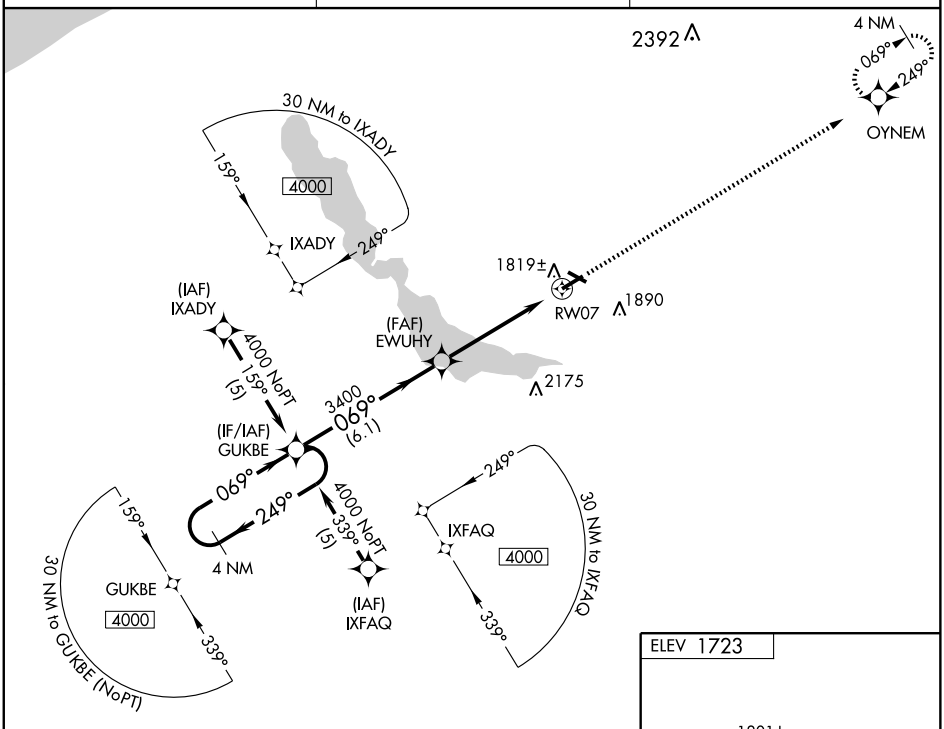
RNAV (GPS) RWY 7

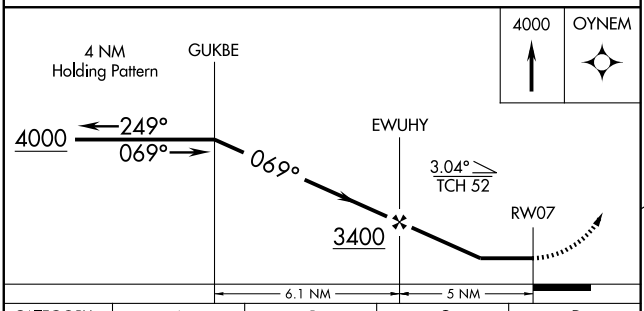
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

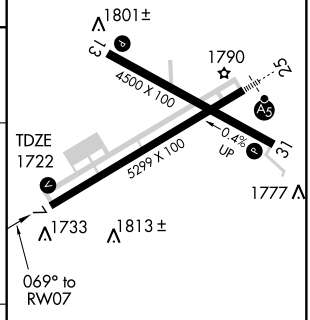
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase all MDA 200 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct OYNEM and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2120-1 398 (400-1)			2120-1¼ 398 (400-1¼)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4500
129°	TDZE	1723
	Apt Elev	1723

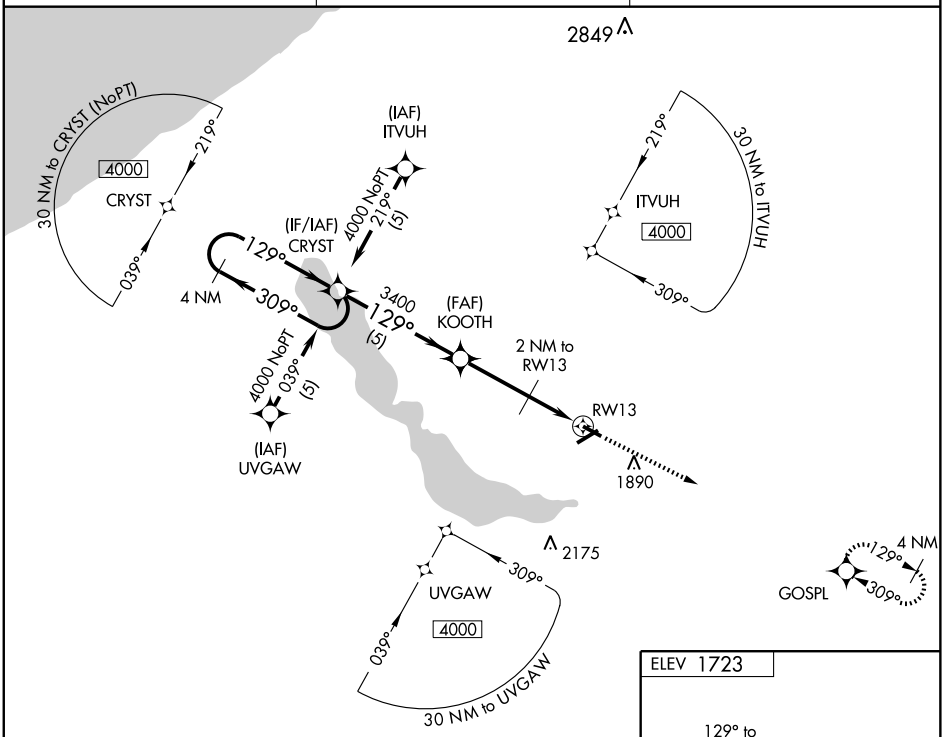
RNAV (GPS) RWY 13

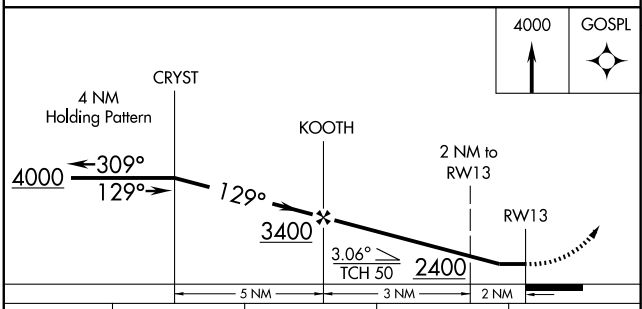
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

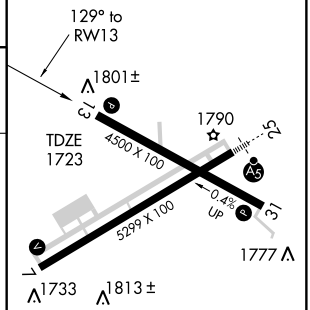
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct GOSPL WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2140-1 417 (500-1)		2140-1¼ 417 (500-1¼)	
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 62910 W25A	APP CRS 249°	Rwy Idg 5299 TDZE 1721 Apt Elev 1723

RNAV (GPS) RWY 25

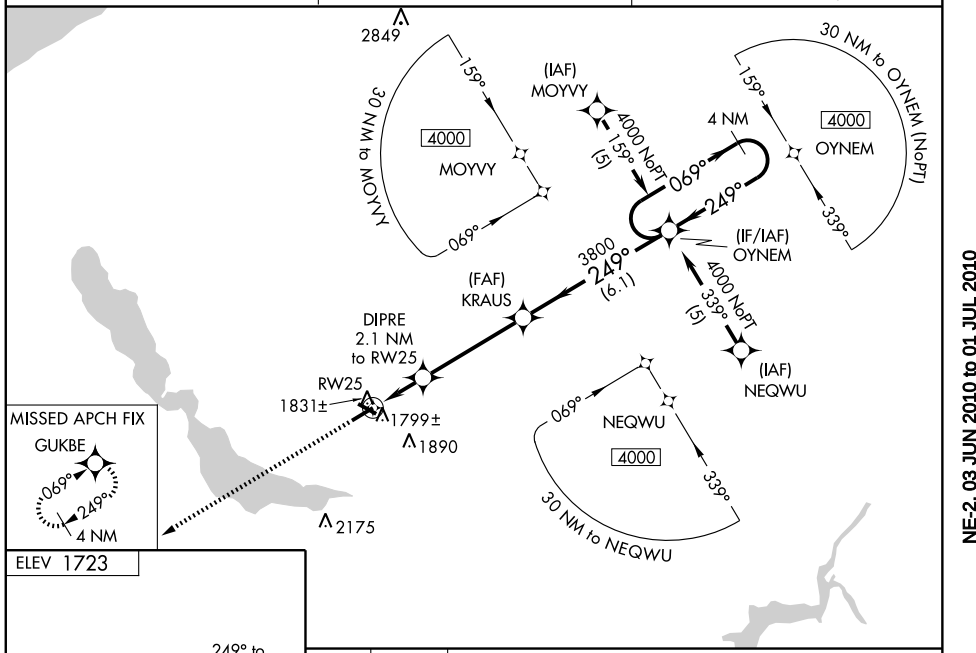
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dunkirk altimeter setting and increase LPV DA to 2113, LNAV/VNAV DA to 2246, and all MDA 200 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cats C and D visibility ½ mile; increase LNAV Cat D visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase LPV all Cats visibility to 1½ mile. Baro-VNAV and VDP NA when using Dunkirk altimeter setting.

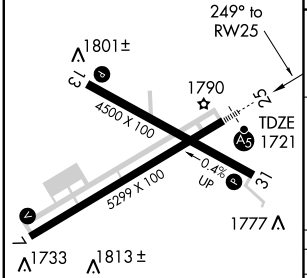
MALSR

MISSED APPROACH: Climb to 4000 direct GUKBE and hold.

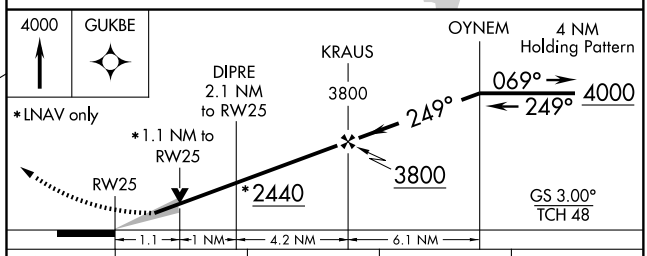
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L



ELEV 1723



REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	1921-½ 200 (200-½)			
LNAV/VNAV DA	2054-¾ 333 (400-¾)			
LNAV MDA	2100-½ 379 (400-½)			2100-1 379 (400-1)
CIRCLING	2180-1 457 (500-1)		2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4500
309°	TDZE	1715
	Apt Elev	1723

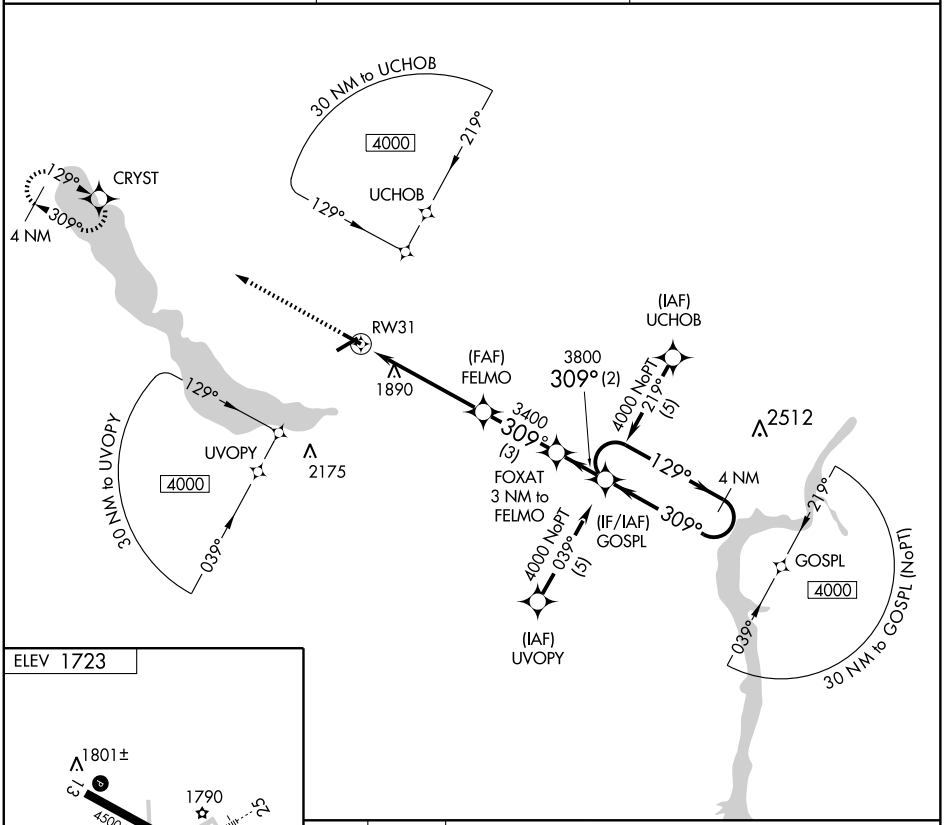
RNAV (GPS) RWY 31

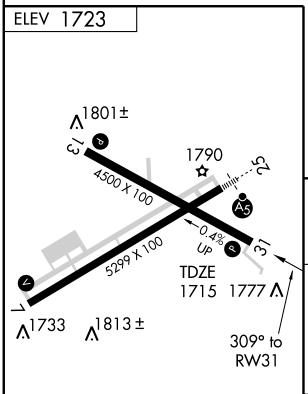
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

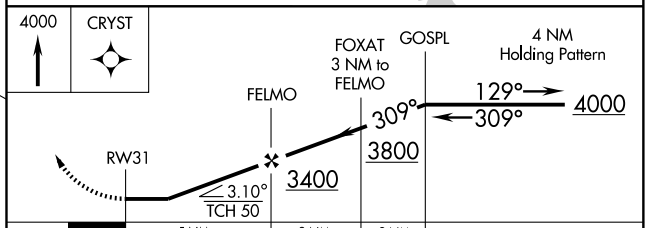
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CRYST WP and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

CATEGORY	A	B	C	D
LNAV MDA	2200-1	485 (500-1)	2200-1¼ 485 (500-1¼)	2200-1½ 485 (500-1½)
CIRCLING	2200-1	477 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

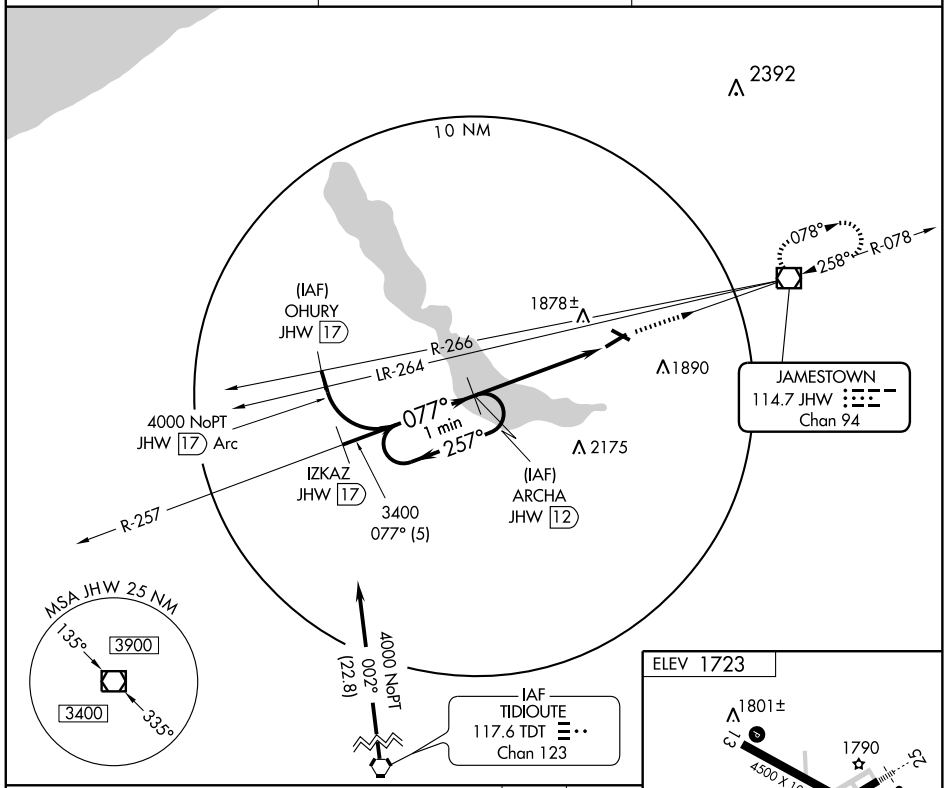
VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	077°	TDZE	1722
Chan 94		Apt Elev	1723

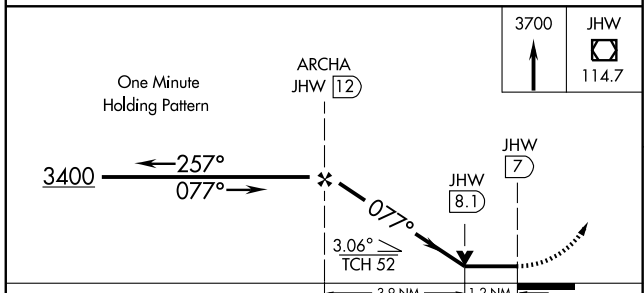
VOR/DME RWY 7

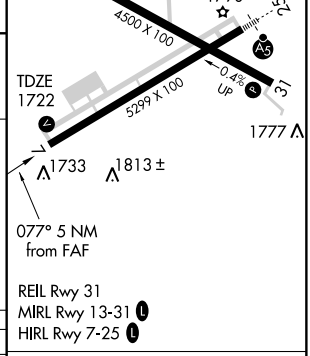
JAMESTOWN / CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

MISSED APPROACH: Climb to 3700 direct JHW VOR/DME and hold.

AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-7	2140-1	418 (500-1)	2140-1¼	418 (500-1¼)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME JHW	APP CRS	Rwy Idg	5299
114.7	258°	TDZE	1721
Chan 94		Apt Elev	1723

VOR RWY 25

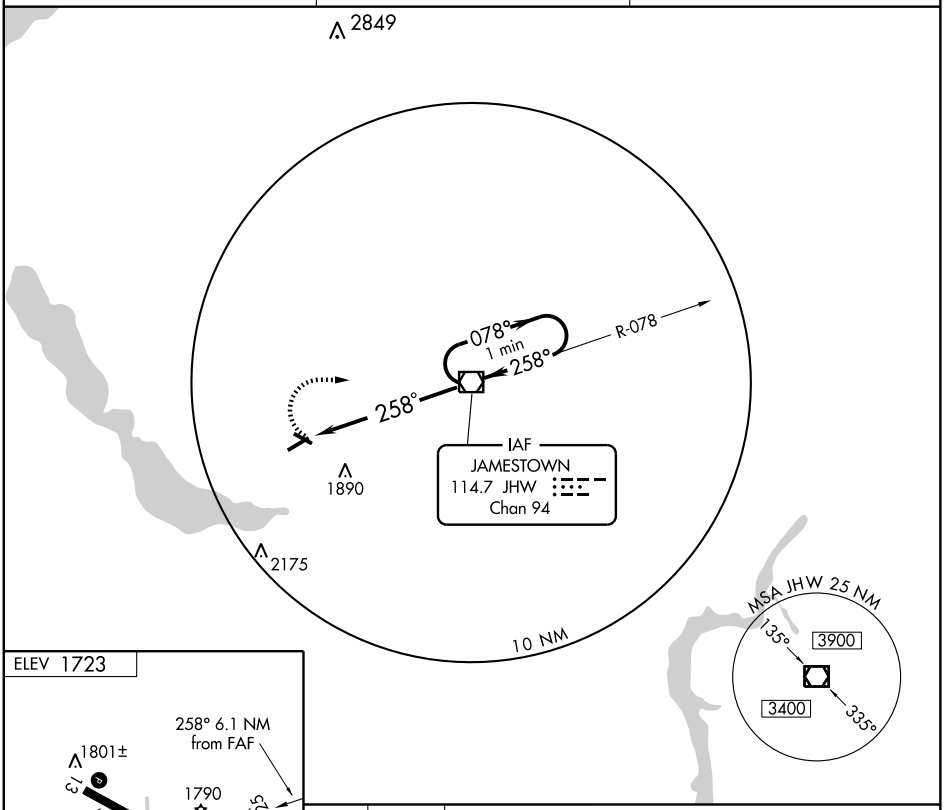
JAMESTOWN/ CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

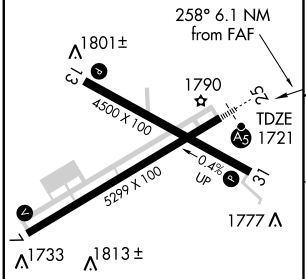
T Inoperative table does not apply.

MALSR

MISSED APPROACH: Climbing right turn to 3700 direct JHW VOR/DME and hold.

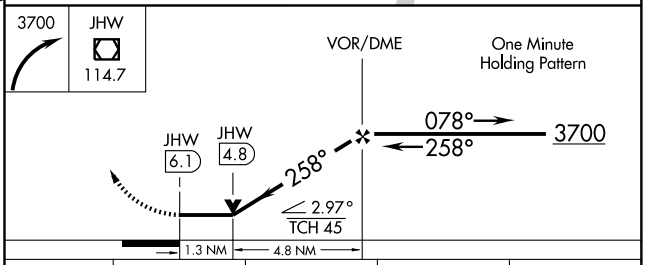
AWOS-3	ERIE APP CON ★	UNICOM
118.425	126.05	122.7 (CTAF) L





REIL Rwy 31
MIRL Rwy 13-31 L
HIRL Rwy 7-25 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-25	2180-1	459 (500-1)	2180-1¼ 459 (500-1¼)	2180-1½ 459 (500-1½)
CIRCLING	2180-1	457 (500-1)	2240-1½ 517 (600-1½)	2280-2 557 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
103°	TDZE	881
	Apt Elev	881

GPS RWY 10

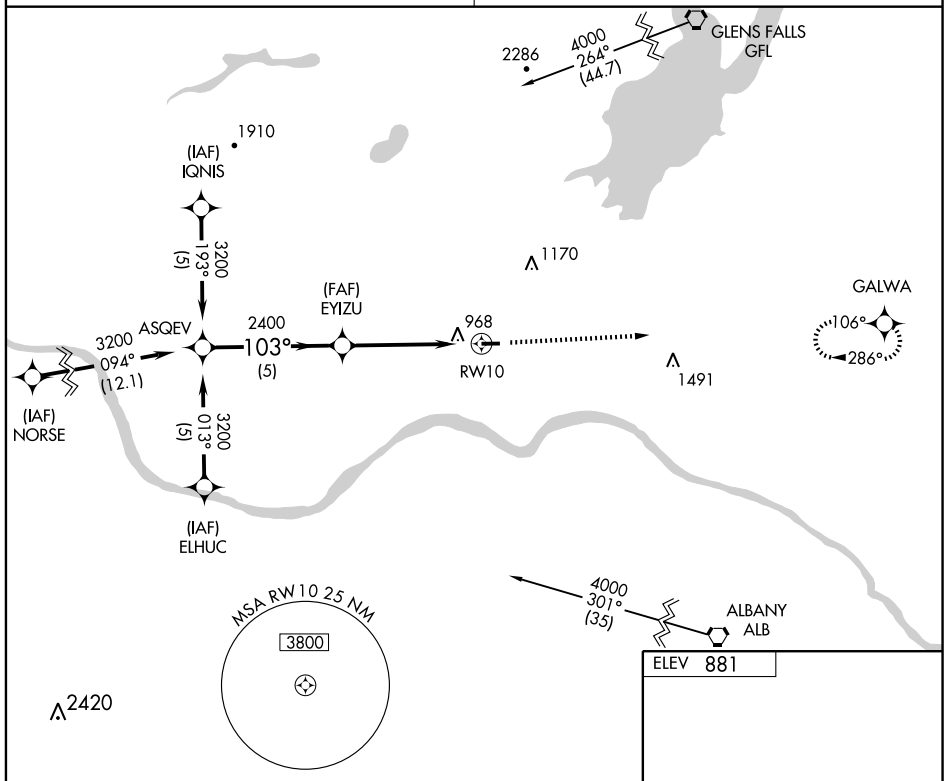
JOHNSTOWN/ FULTON COUNTY (NYØ)

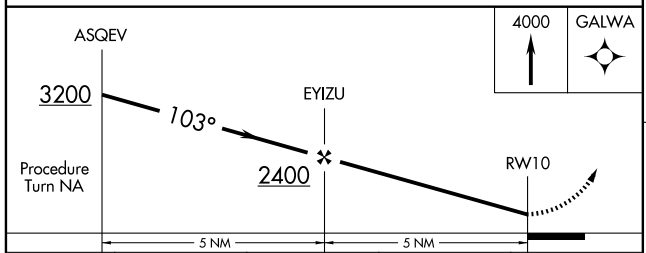
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

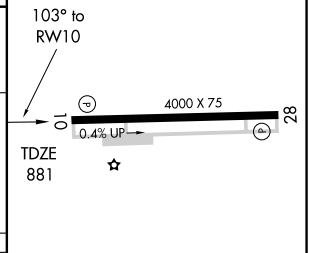
NA

MISSED APPROACH: Climb to 4000 direct GALWA WP and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-10	1440-1	559 (600-1)	NA	
CIRCLING	1440-1	559 (600-1)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1480-1	599 (600-1)	NA	
CIRCLING	1480-1	599 (600-1)	NA	

MIRL Rwy 10-28 L

REIL Rwys 10 and 28

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
283°	TDZE	881
	Apt Elev	881

GPS RWY 28

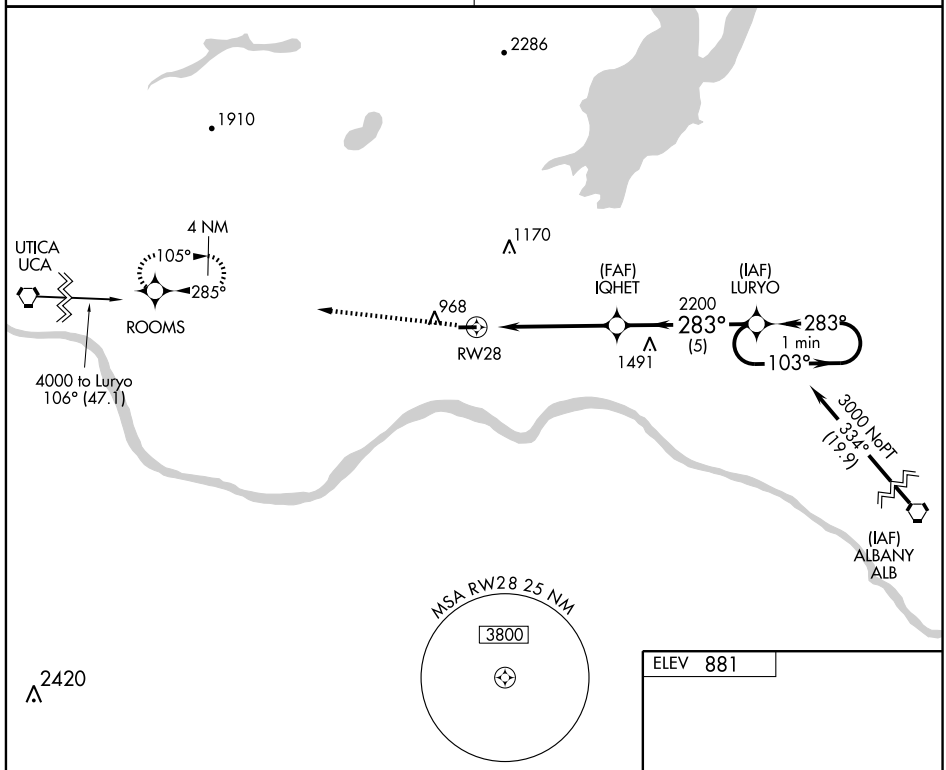
JOHNSTOWN/ FULTON COUNTY (NYØ)

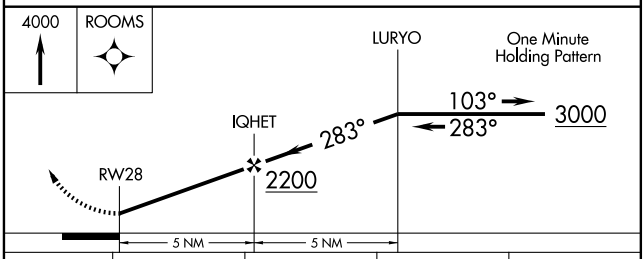
Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

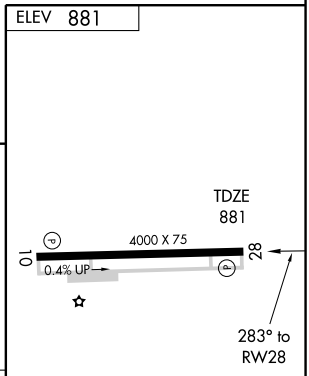
NA

MISSED APPROACH: Climb to 4000 direct ROOMS WP and hold.

ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-28	1480-1	599 (600-1)	NA	
CIRCLING	1480-1	599 (600-1)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	1500-1	619 (700-1)	NA	
CIRCLING	1500-1	619 (700-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NDB JJH 523	APP CRS 084°	Rwy Idg 4000 TDZE 881 Apt Elev 881

NDB RWY 10

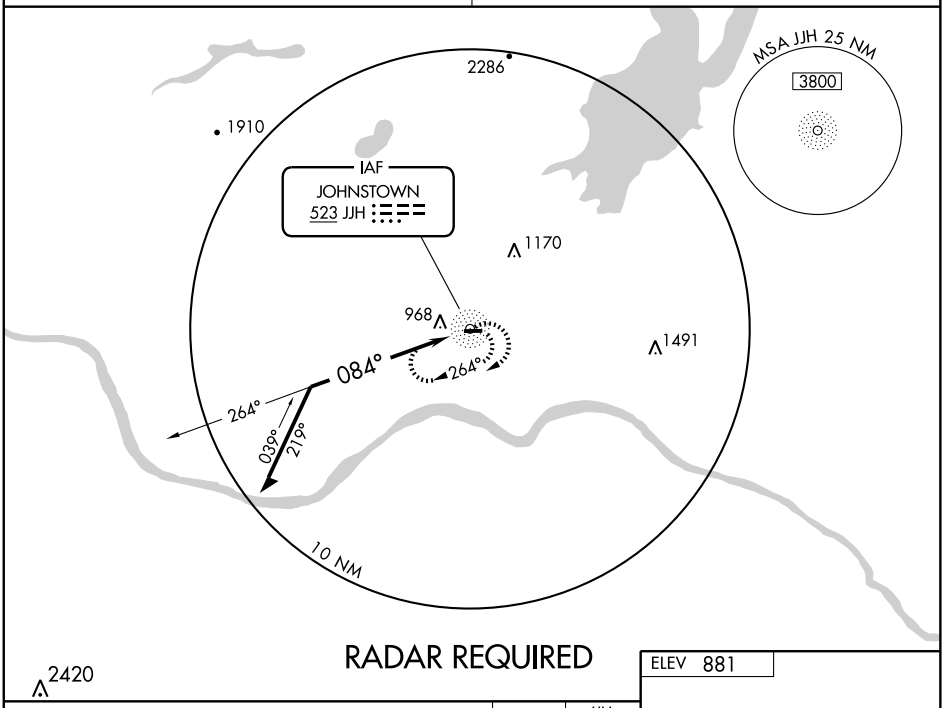
JOHNSTOWN/ FULTON COUNTY (NYØ)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

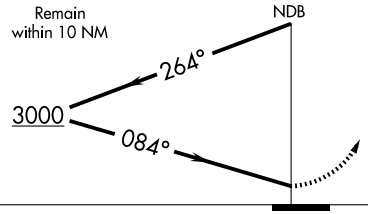
MISSED APPROACH: Climbing right turn to 3000 in JJH NDB holding pattern.

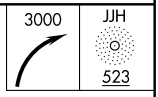
ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L

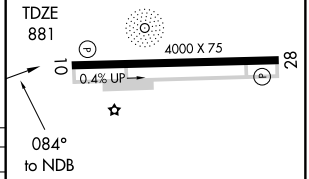


RADAR REQUIRED

2420







CATEGORY	A	B	C	D
S-10	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	
CIRCLING	1900-1¼ 1019 (1100-1¼)	1900-1½ 1019 (1100-1½)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-10	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA	
CIRCLING	1940-1¼ 1059 (1100-1¼)	1940-1½ 1059 (1100-1½)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 03 JUN 2010 to 01 JUL 2010

NDB JJH	APP CRS	Rwy Idg	4000
523	292°	TDZE	881
		Apt Elev	881

NDB RWY 28

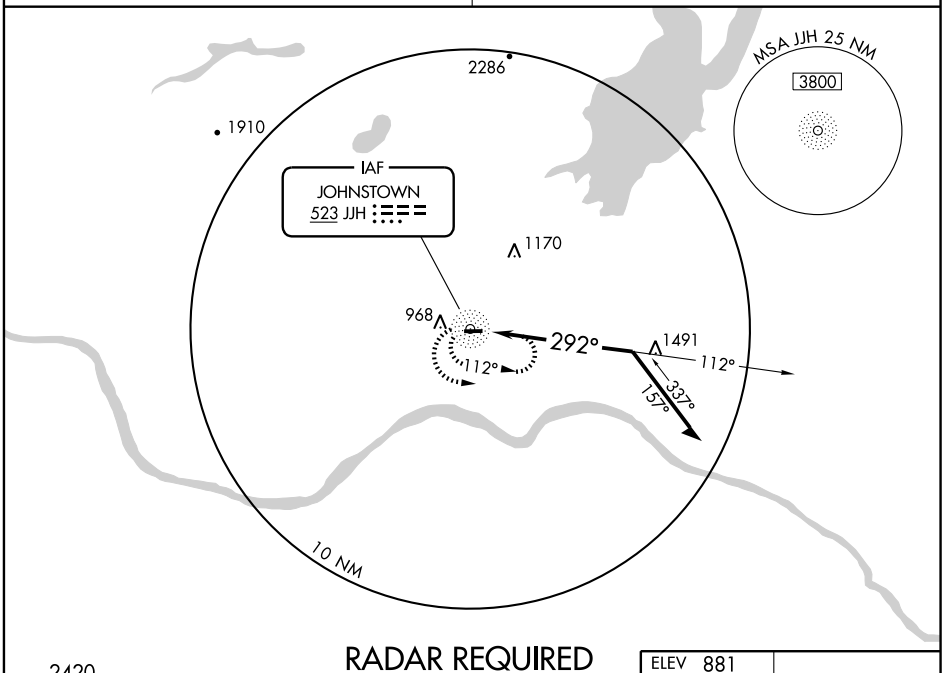
JOHNSTOWN/ FULTON COUNTY (NY0)

Use Schenectady County altimeter setting; when not received, use Albany Intl altimeter setting.

NA

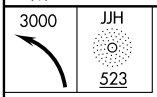
MISSED APPROACH: Climbing left turn to 3000 in JJH NDB holding pattern.

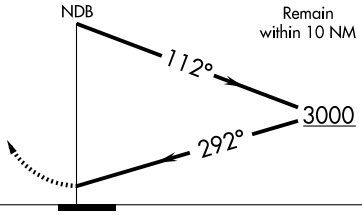
ALBANY APP CON	UNICOM
118.05	122.7 (CTAF) L



RADAR REQUIRED

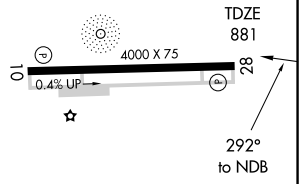
2420





CATEGORY	A	B	C	D
S-28	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
CIRCLING	2000-1¼ 1119 (1200-1¼)	2000-1½ 1119 (1200-1½)	NA	
ALBANY INTL ALTIMETER SETTING MINIMUMS				
S-28	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)	NA	
CIRCLING	2020-1¼ 1139 (1200-1¼)	2020-1½ 1139 (1200-1½)	NA	

ELEV 881



MIRL Rwy 10-28 L
REIL Rwys 10 and 28

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME PWL 114.3 Chan 90	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 149

VOR or GPS-A

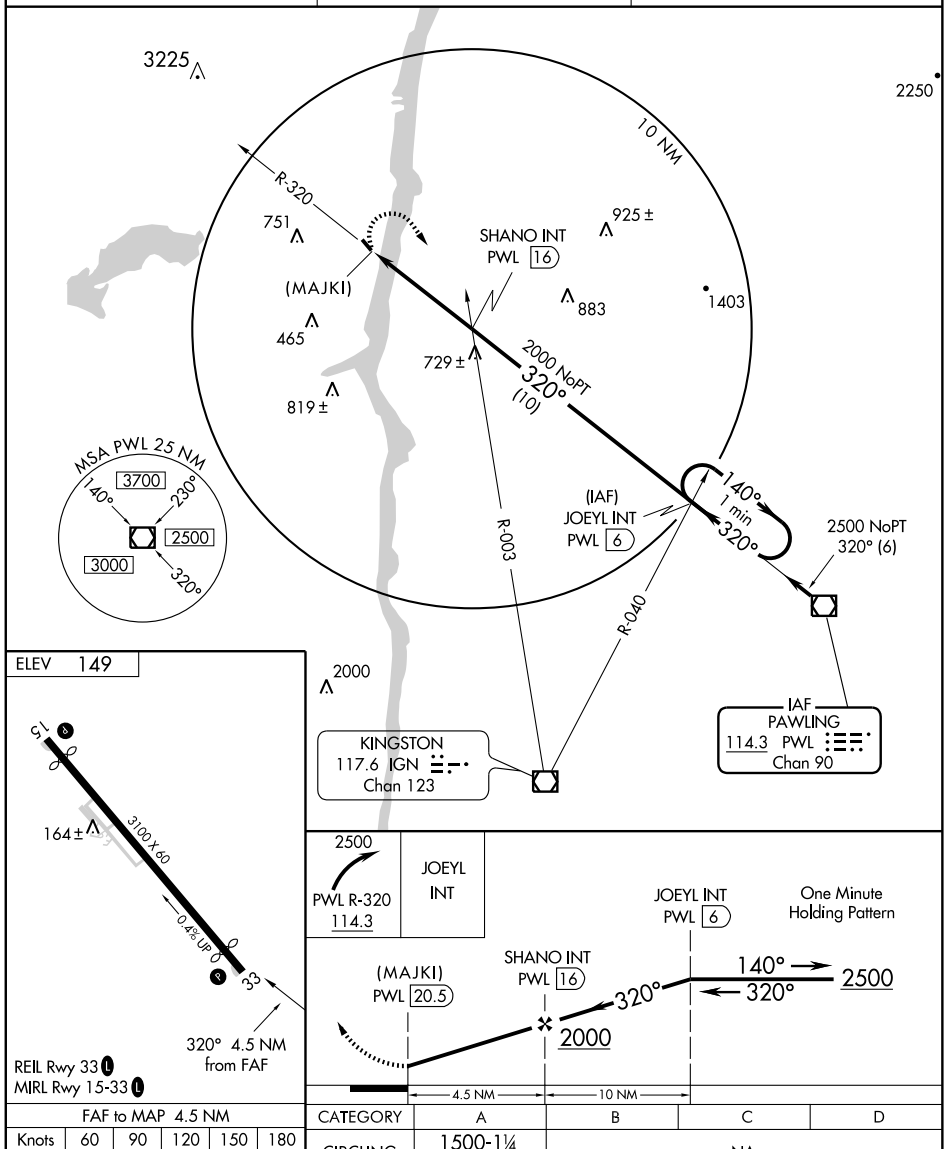
KINGSTON-ULSTER (2ØN)

Use Columbia County altimeter setting; if not received, use Newburgh/Stewart Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 2500 via PWL R-320 to JOEYL Int/PWL 6 DME and hold.

NEW YORK APP CON	UNICOM	
132.75 363.1	122.8 (CTAF)	123.3 L



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	1500-1¼ 1351 (1400-1¼)	NA		

NE-2, 03 JUN 2010 to 01 JUL 2010

LAKE PLACID, NEW YORK AL-9371 (FAA)

RNAV (GPS) -A

LAKE PLACID (LKP)

APP CRS	Rwy Idg	N/A
306°	TDZE	N/A
	Apt Elev	1747

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

NA

MISSED APPROACH: Climb to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L

Procedure NA for arrival at SLK VOR/DME on V496 westbound, V203 northbound.

SARANAC LAKE SLK

6900 to HEDUX 132° (27.6)

MSA RW32 25 NM 6600

Procedure NA for arrival at LEAFY on V489 northbound.

(IAF) LEAFY

6900 NoPT 221° (8.4)

RW32

FAPIM 3.1 NM to RW32

(FAF) CELVU

306° (7.9)

6100

126° 306° 6 NM

(IF/IAF) HEDUX

4500±

6900 NoPT 348° (6.7)

(IAF) KEMPE

Procedure NA for arrival at KEMPE on V489 southbound.

MISSED APCH FIX

PUGRE

125° 305° 4 NM

ELEV 1747

14 4200 X 60 32

306° to RW32

5000 PUGRE

6 NM Holding Pattern

HEDUX CELVU FAPIM 3.1 NM to RW32 RW32

306° 126° 306° 6900

6100 4540 8.31° TCH 45

3.1 NM 4 NM 7.9 NM

CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 1553 (1600-1¼)	3300-1½ 1553 (1600-1½)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 14

LAKE PLACID (LKP)

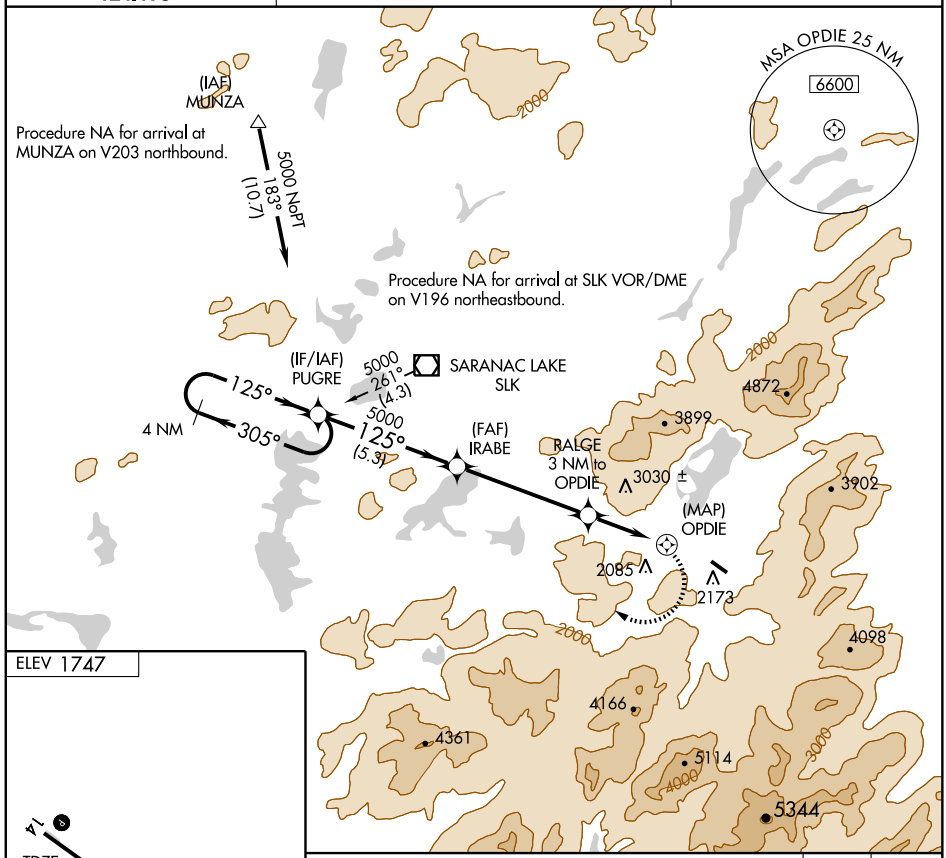
APP CRS	Rwy Idg	4200
125°	TDZE	1746
	Apt Elev	1747

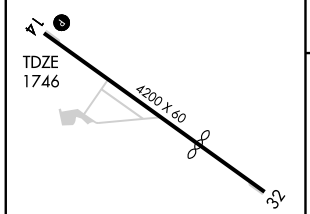
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Saranac Lake altimeter setting. Procedure NA at night.

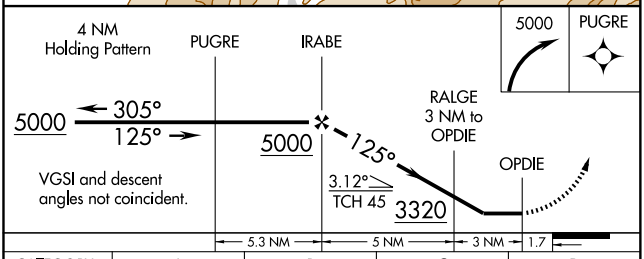
NA

MISSED APPROACH: Climbing right turn to 5000 direct PUGRE WP and hold.

SARANAC LAKE ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3140-2	1394 (1400-2)	NA	
CIRCLING	3140-2	1393 (1400-2)	NA	

REIL Rwy 14 and 32
MIRL Rwy 14-32 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME GEE	APP CRS	Rwy Idg	N/A
108.2	323°	TDZE	N/A
Chan 19		Apt Elev	785

VOR or GPS-A

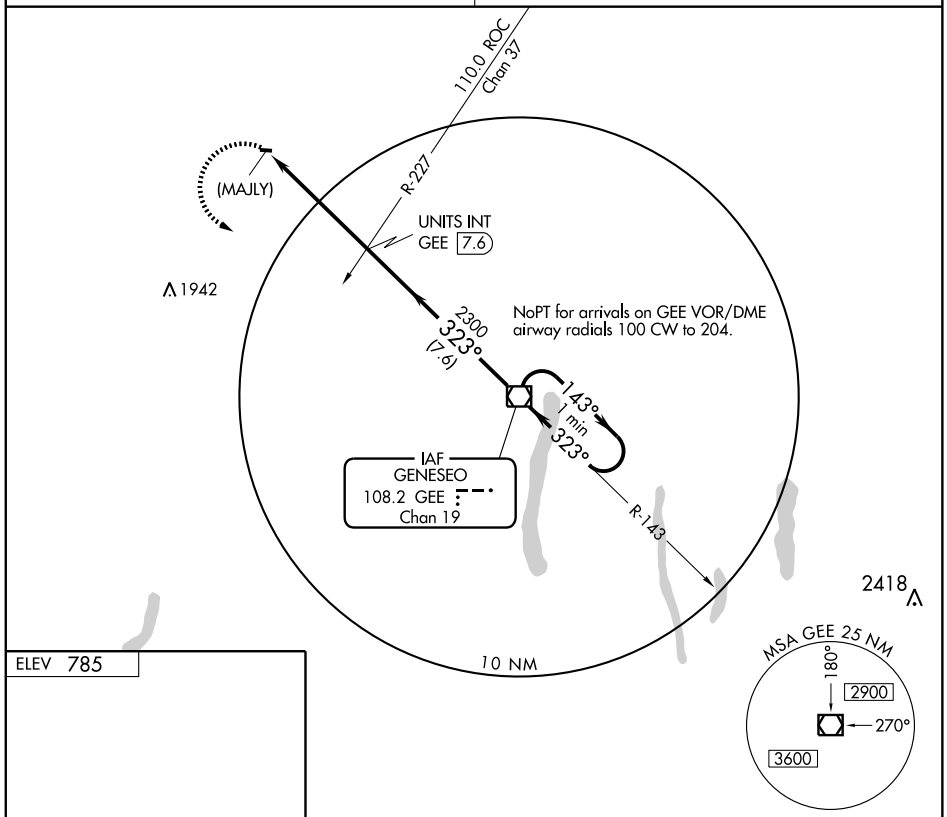
LE ROY (5G0)

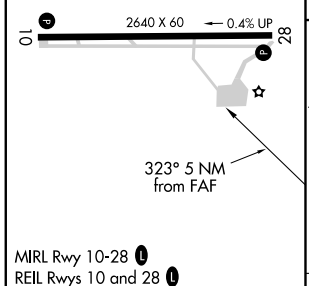
NA

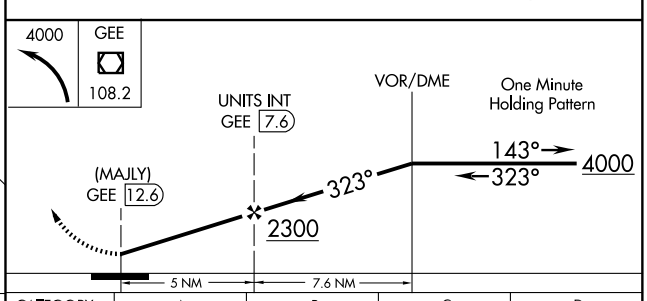
Use Rochester altimeter setting; when not available, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 direct GEE VOR/DME and hold.

ROCHESTER APP CON	UNICOM
123.7 323.3	122.8 (CTAF) L







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1400-1 615 (700-1)	NA		

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2475
282°	TDZE	588
	Apt Elev	588

RNAV (GPS) RWY 28

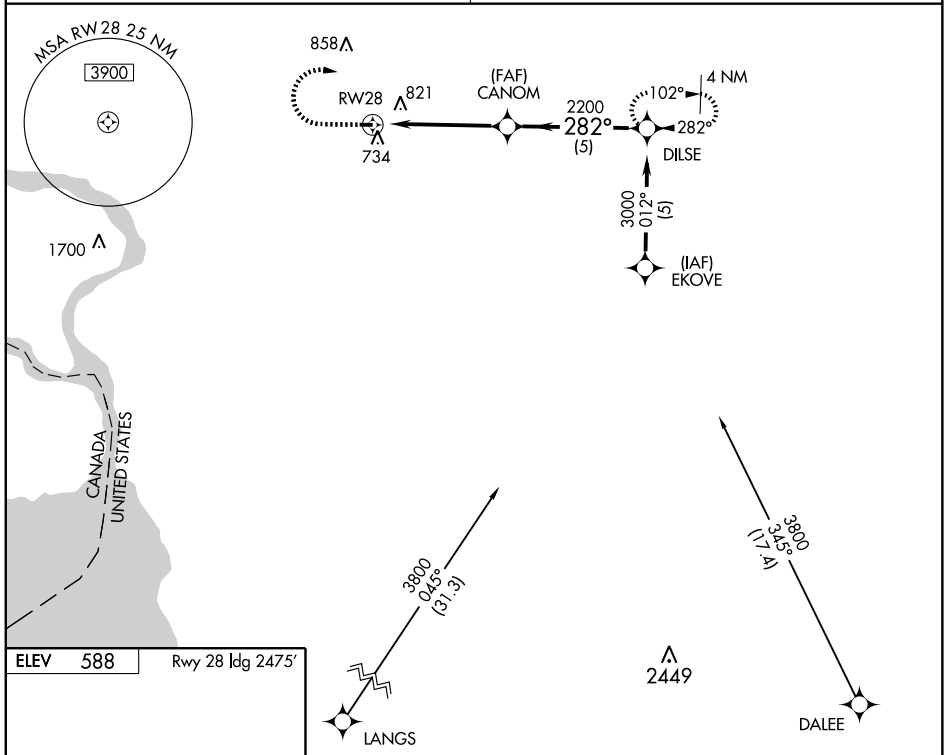
LOCKPORT / NORTH BUFFALO SUBURBAN (ØGØ)

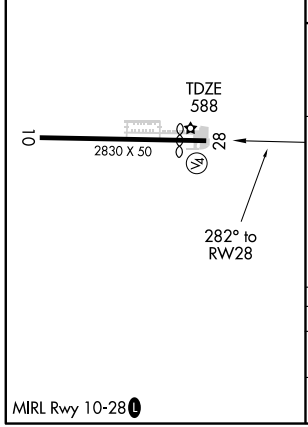
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA
Use Buffalo Niagra Intl altimeter setting.
Procedure not authorized at night.

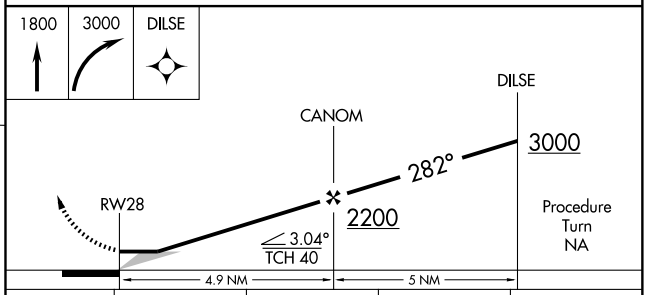
NA

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct DILSE WP and hold.

BUFFALO APP CON	UNICOM
126.5 317.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1120-1	532 (600-1)	NA	
CIRCLING	1180-1	592 (600-1)	NA	

MIRL Rwy 10-28 L

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
052°	TDZE	770
	Apt Elev	790

GPS RWY 5
MALONE-DUFORT (MAL)

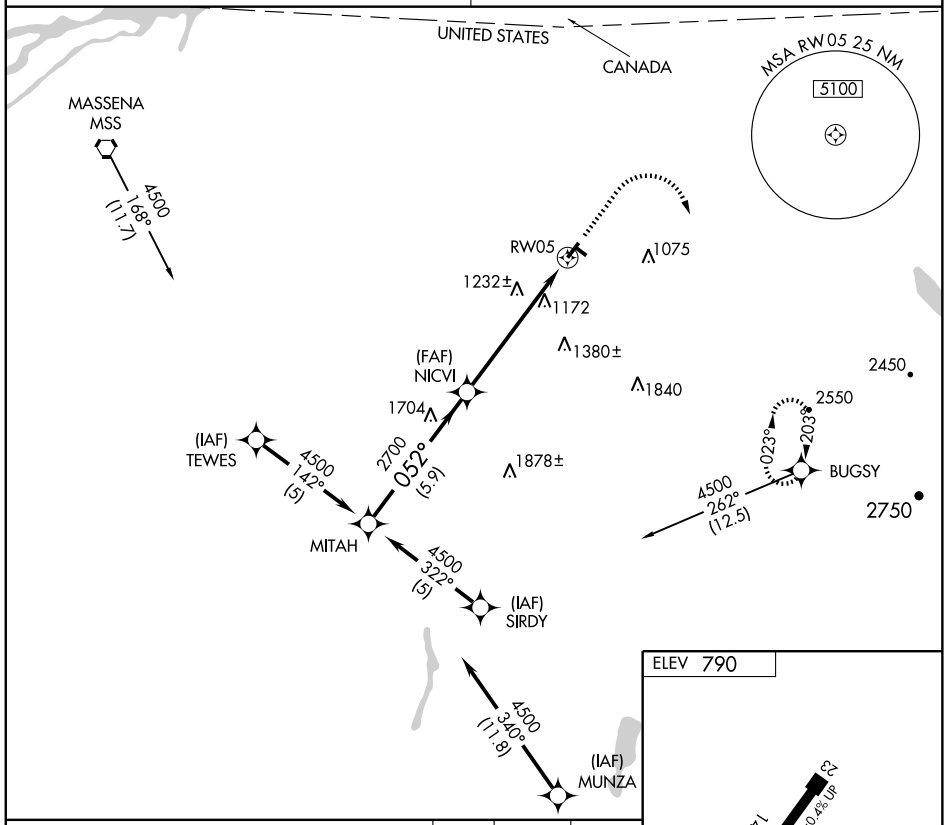
NA

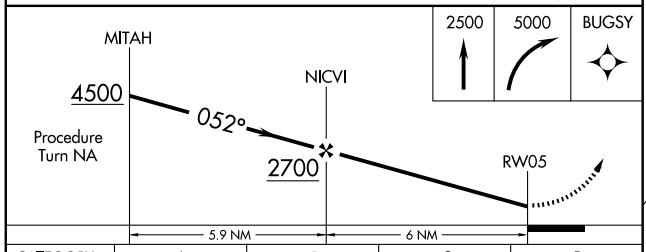
Use Massena Intl-Richards Field altimeter setting.

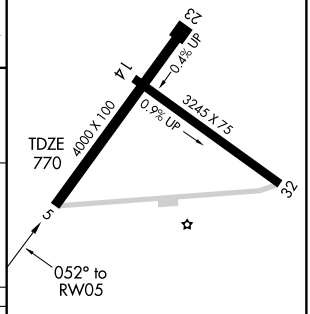
MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 direct BUGSY WP and hold.

BOSTON CENTER
135.25 377.1

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-5	1680-1¼	910 (900-1¼)	1680-2¾ 910 (900-2¾)	NA
CIRCLING	1680-1¼	890 (900-1¼)	1680-2¾ 890 (900-2¾)	NA

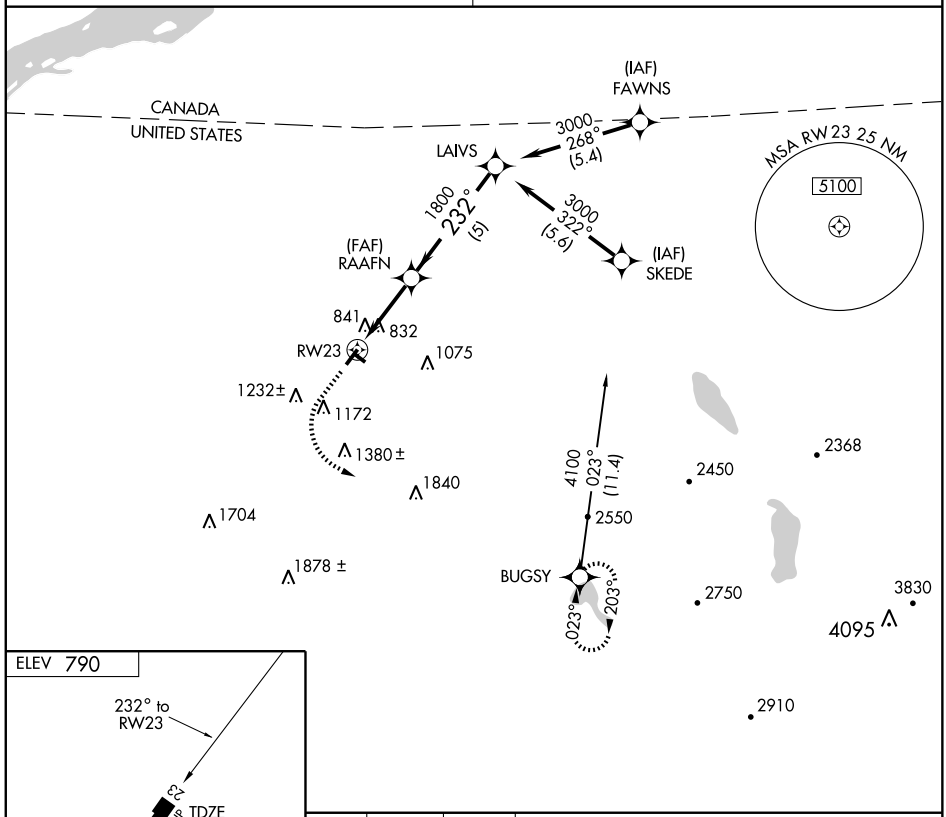
REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

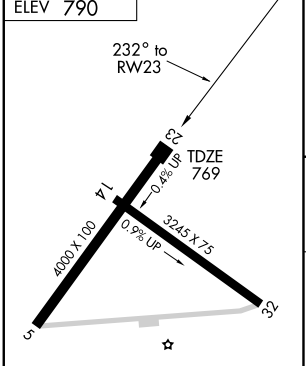
NE-2. 03 JUN 2010 to 01 JUL 2010

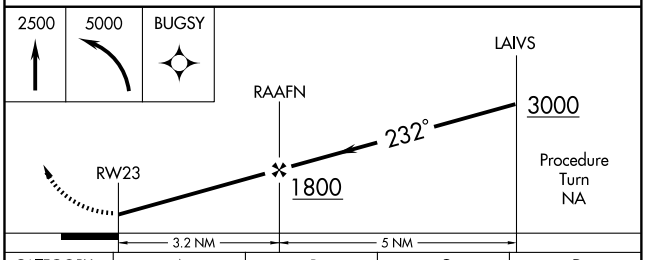
APP CRS	Rwy Idg	4000
232°	TDZE	769
	Apt Elev	790

GPS RWY 23
MALONE-DUFORT (MAL)

▼ NA	Use Massena Intl-Richards Field altimeter setting.
MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct BUGSY WP and hold.	
BOSTON CENTER 135.25 377.1	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	1280-1	511 (500-1)	1280-1½ 511 (500-1½)	NA
CIRCLING	1500-1 710 (800-1)	1520-1 730 (800-1)	1520-2 730 (800-2)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 and 14-32 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-MSS	APP CRS		
108.7	045°	Rwy Idg	5600
		TDZE	205
		Apt Elev	222

ILS or LOC RWY 5

MASSENA INTL-RICHARDS FIELD (MSS)

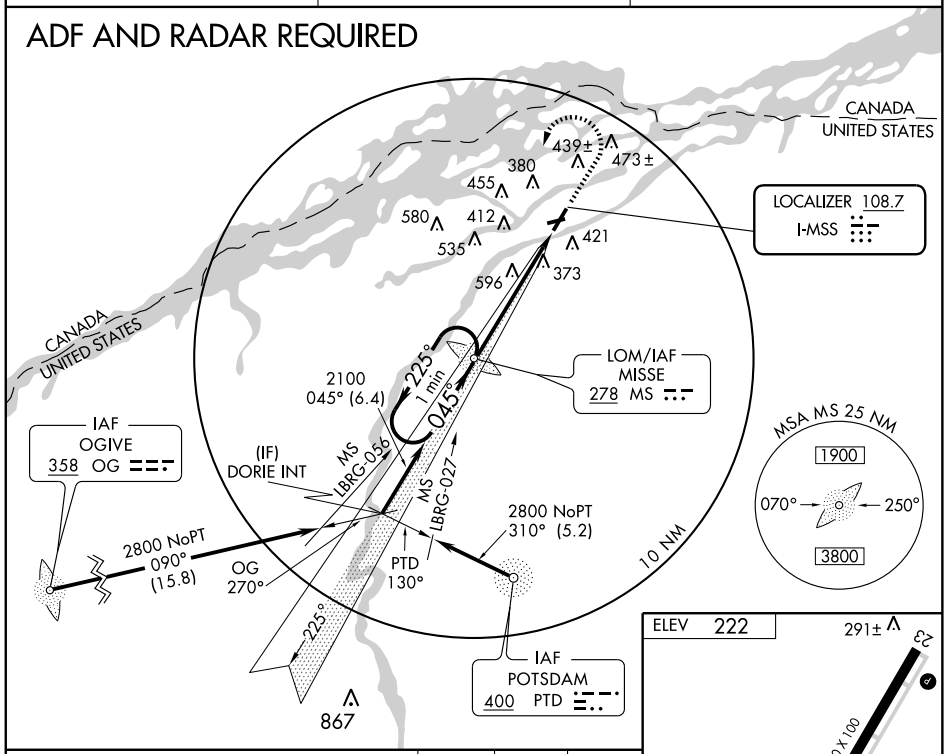
Circling to Rwy 9-27 NA at night. When VGSI Inop, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. ADF required. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase S-ILS all Cats visibility 1¾ miles and S-LOC Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D 1¼ miles; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile.

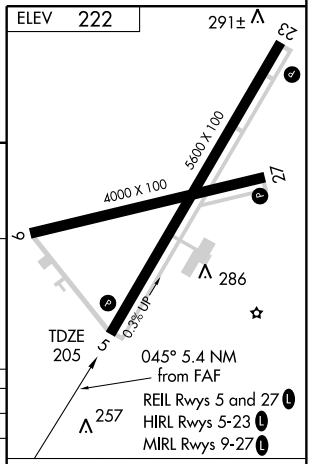
NA

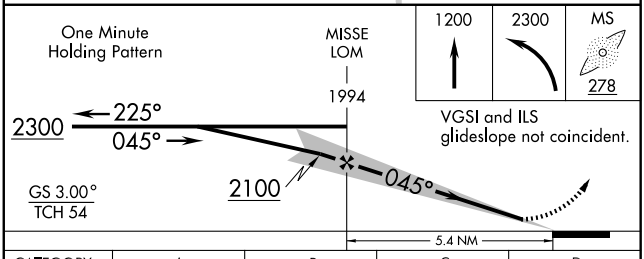
MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 direct MISSE LOM and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L

ADF AND RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 5	455-¾ 250 (300-¾)			
S-LOC 5	800-1 595 (600-1)		800-1½ 595 (600-1½)	800-1¾ 595 (600-1¾)
CIRCLING	800-1 578 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 70303 W05A	APP CRS 045°	Rwy Idg 5600 TDZE 205 Apt Elev 222

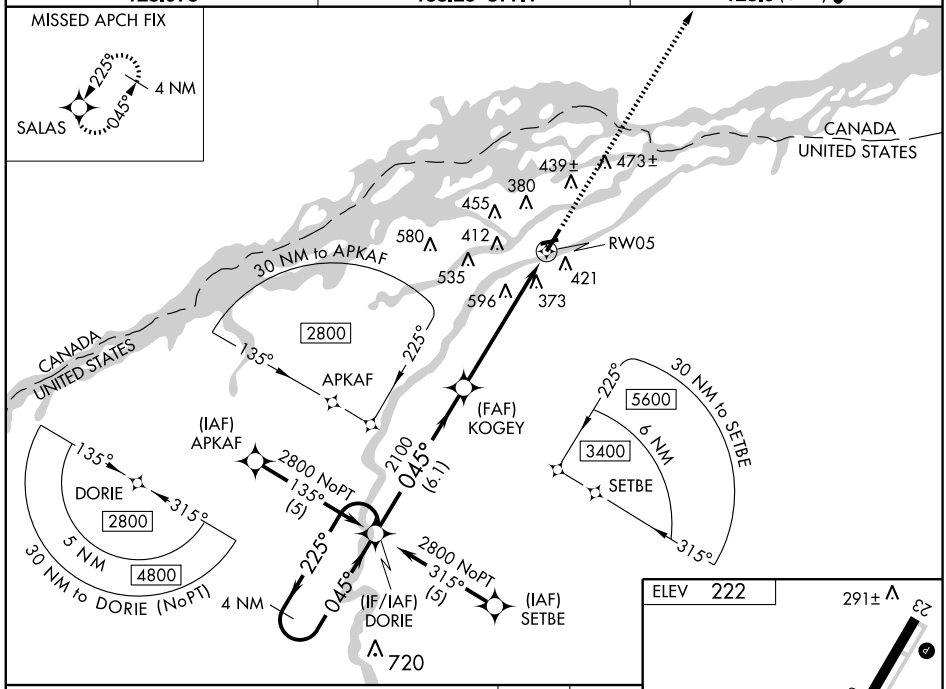
RNAV (GPS) RWY 5

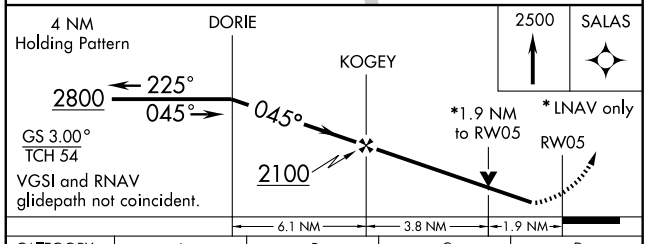
MASSENA INTL-RICHARDS FIELD (MSS)

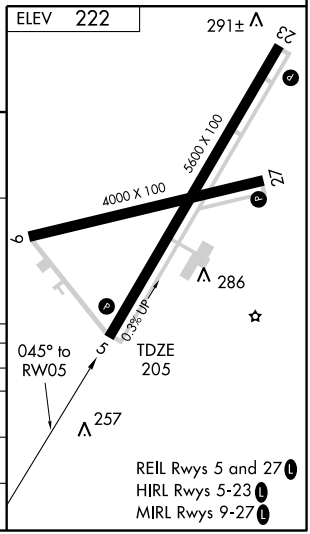
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Saranac Lake altimeter setting. Circling to Rwy 9-27 NA at night. When VGSI inop, Circling Rwy 23 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all DA 481 feet and all MDA 500 feet; increase LPV all Cats visibility 1¾ miles, LNAV/VNAV all Cats visibility 2¼ miles, LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D 1 mile, and increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¼ miles and Cat D ¾ mile.

MISSED APPROACH: Climb to 2500 direct SALAS and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	495-1 290 (300-1)			
LNAV/VNAV DA	968-2¾ 763 (800-2¾)			
LNAV MDA	860-1 655 (700-1)		860-1¾ 655 (700-1¾)	860-2 655 (700-2)
CIRCLING	860-1 638 (700-1)		860-1¾ 638 (700-1¾)	900-2¼ 678 (700-2¼)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
075°	TDZE	205
	Apt Elev	222

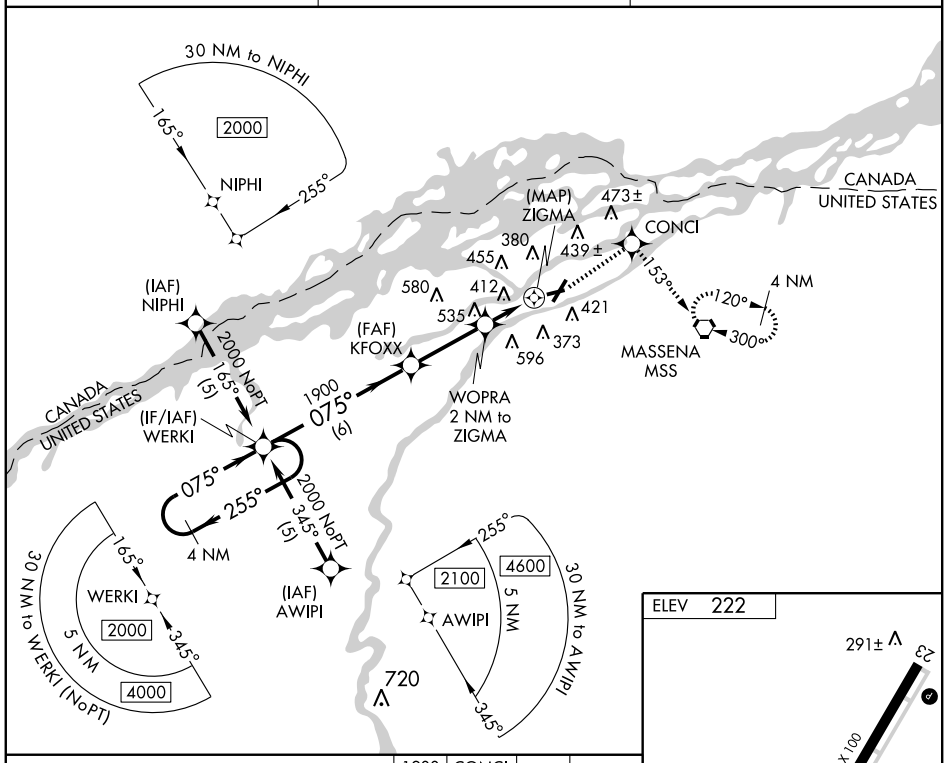
RNAV (GPS) RWY 9

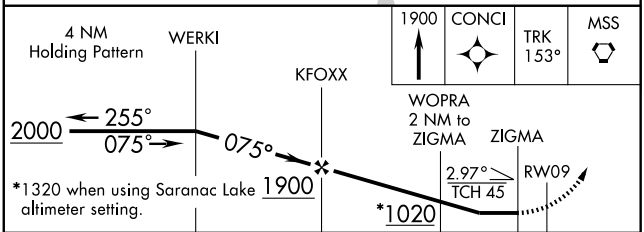
MASSENA INTL-RICHARDS FIELD (MSS)

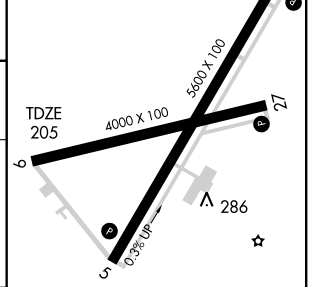
Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altmeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet, increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ miles, Cat D 1½ miles, Circling Cat A ¼ mile, Cat B ½ mile, Cat C 1½ miles, and Cat D ¾ mile. Straight-in/Circling Rwy 9 NA at night. When VGSI Inop, Circling to Rwy 23 NA at night. Straight-in minima NA when using Saranac Lake altimeter setting.

MISSED APPROACH: Climb to 1900 direct CONCI and via track 153° to MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5600
225°	TDZE	222
	Apt Elev	222

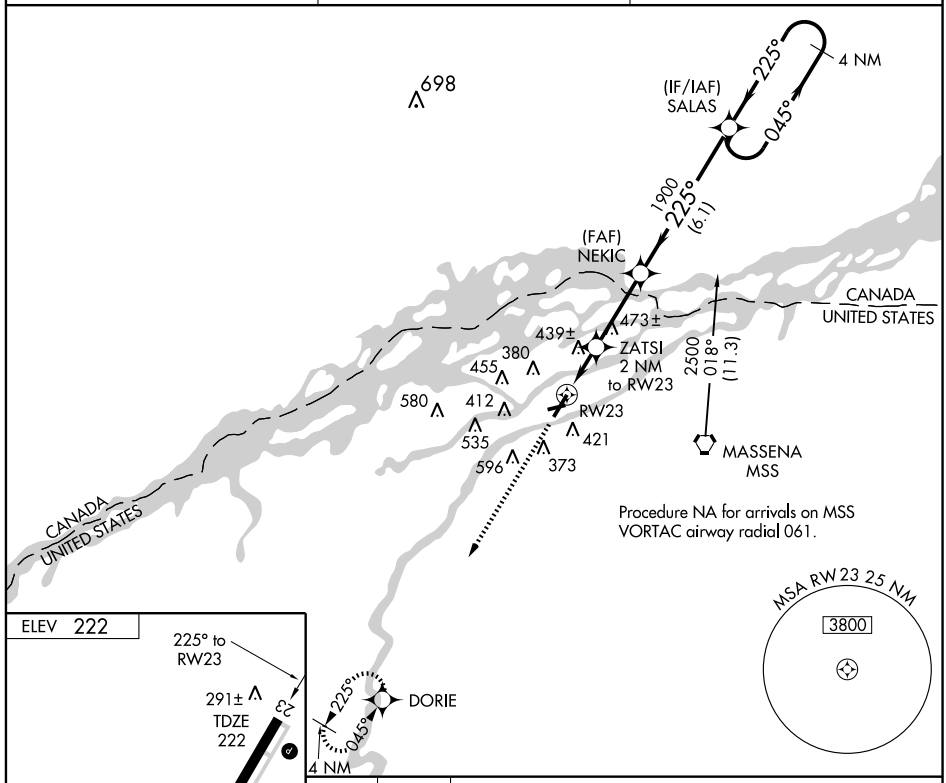
RNAV (GPS) RWY 23

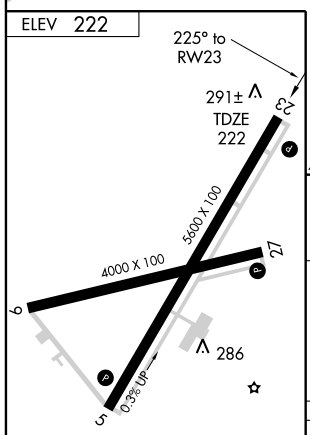
MASSENA INTL-RICHARDS FIELD (MSS)

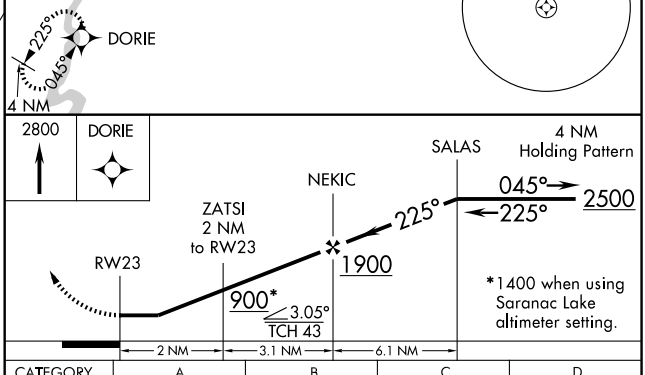
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 9-27 NA at night. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1½ miles and Cat D ¾ mile. Straight-in minima NA when using Saranac Lake altimeter setting. When VGSI inop, Straight-in/Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2800 direct DORIE and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

CATEGORY	A	B	C	D
LNAV MDA	740-1	518 (600-1)	740-1½ 518 (600-1½)	740-1¾ 518 (600-1¾)
CIRCLING	740-1	518 (600-1)	800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
270°	TDZE	205
	Apt Elev	222

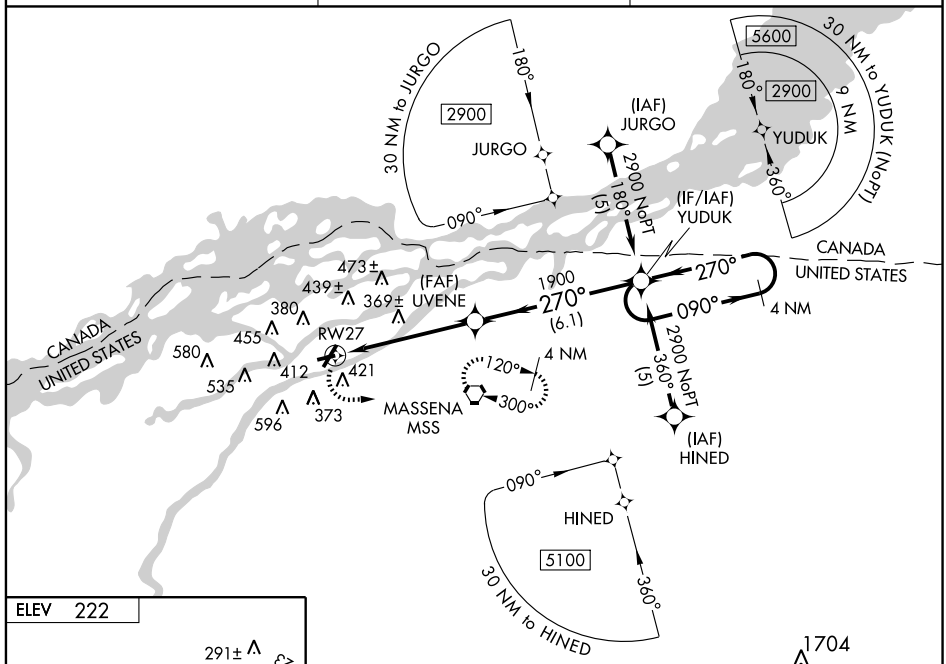
RNAV (GPS) RWY 27

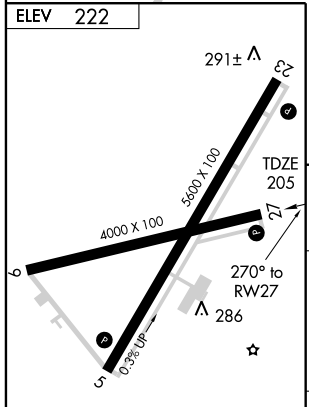
MASSENA INTL-RICHARDS FIELD (MSS)

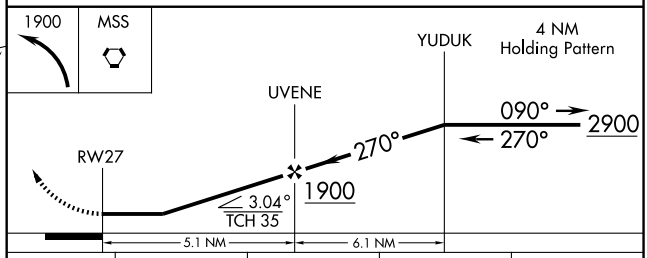
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Saranac Lake altimeter setting and increase all MDA 500 feet; increase LNAV Cat A visibility ¼ mile, Cat B ½ mile, Cat C 1¾ mile, and Cat D 1½ mile, increase Circling Cat A visibility ¼ mile, Cat B ½ mile, Cat C visibility 1½ mile, and Cat D ¾ mile. Circling to Rwy 9 NA at night. When VGSI inop, Circling to Rwy 23 NA at night. When VGSI inop, Straight-in/Circling Rwy 27 NA at night.

MISSED APPROACH: Climbing left turn to 1900 direct MSS VORTAC and hold.

ASOS	BOSTON CENTER	UNICOM
128.075	135.25 377.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	680-1 475 (500-1)		680-1¼ 475 (500-1¼)	680-1½ 475 (500-1½)
CIRCLING	740-1 518 (600-1)		800-1½ 578 (600-1½)	900-2¼ 678 (700-2¼)

257

REIL Rwys 5 and 27 L
HIRL Rwys 5-23 L
MIRL Rwys 9-27 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOM MG	APP CRS		
353	275°	Rwy Idg	2811
		TDZE	523
		Apt Elev	523

NDB RWY 26

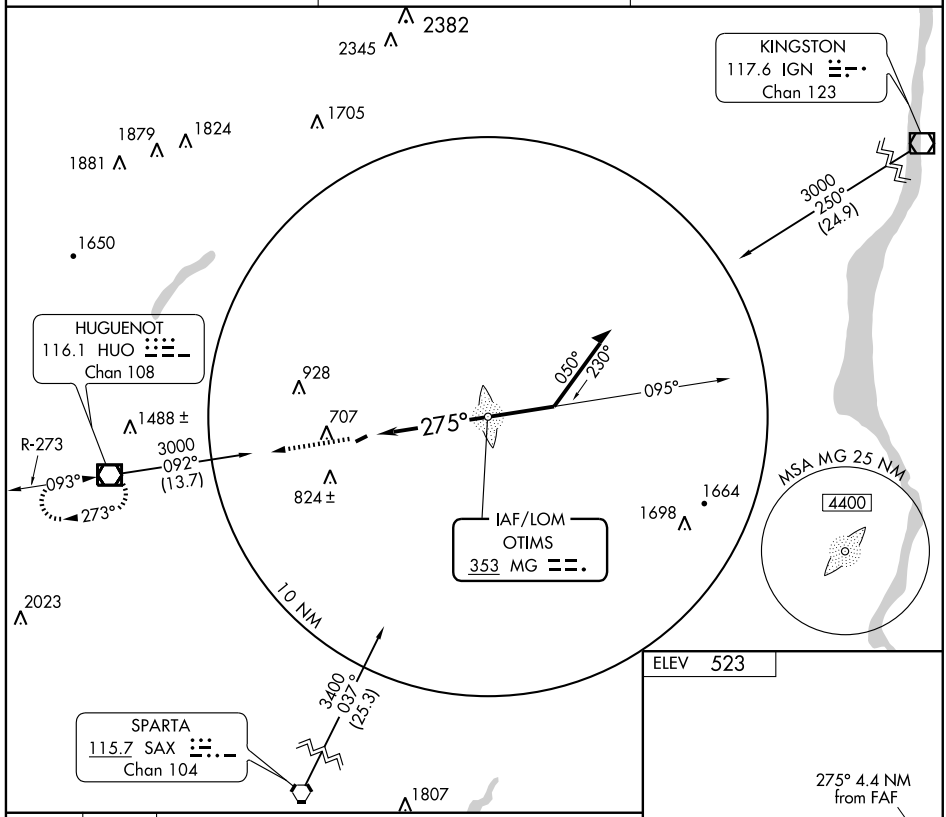
MIDDLETOWN/ RANDALL (Ø6N)

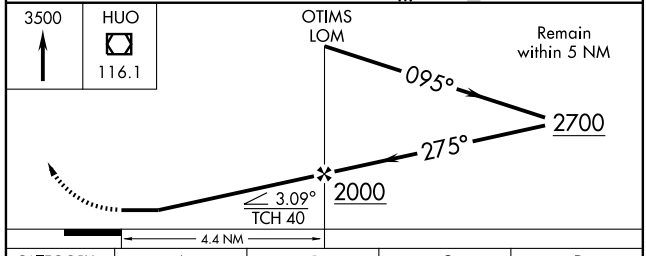
NA

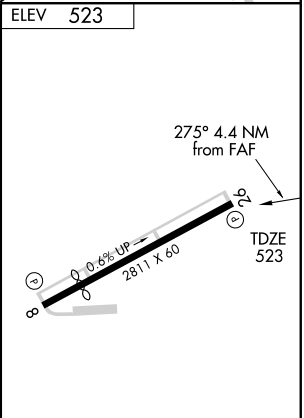
Procedure NA at night.
Use Orange County altimeter setting.

MISSED APPROACH: Climb to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-26	1200-1 677 (700-1)	NA		
CIRCLING	1200-1 677 (700-1)	NA		

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2248
075°	TDZE	523
	Apt Elev	523

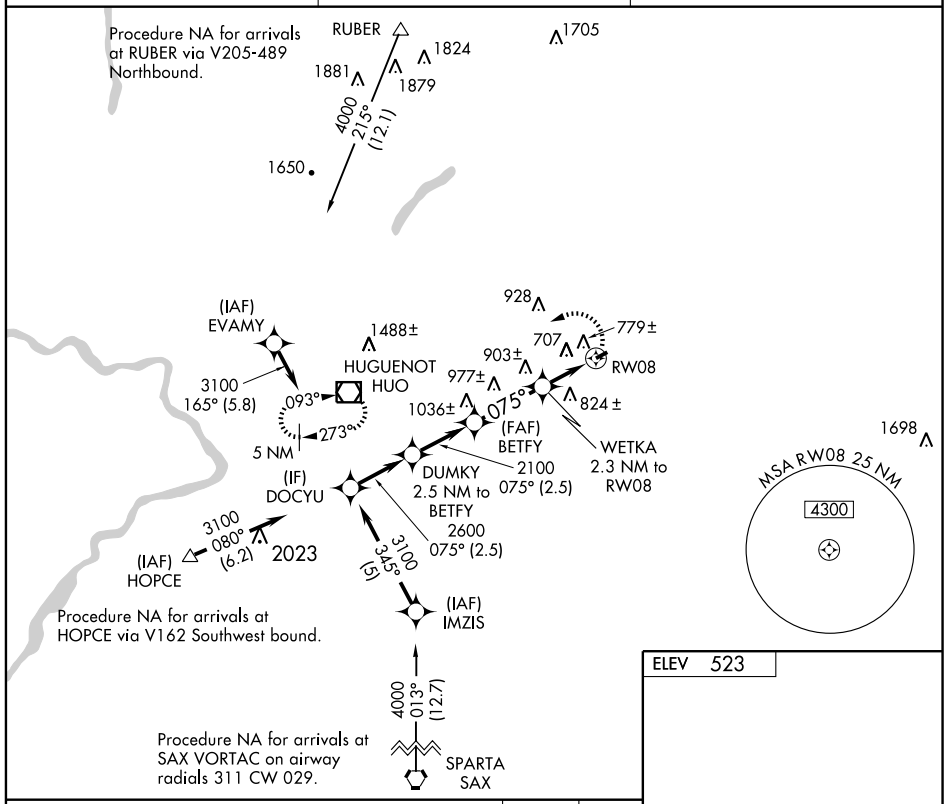
RNAV (GPS) RWY 8

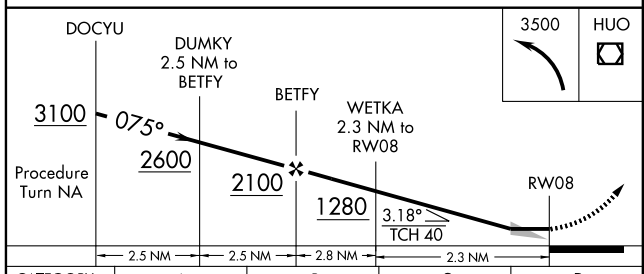
MIDDLETOWN / RANDALL (Ø6N)

DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

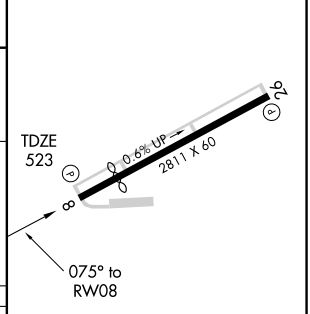
MISSED APPROACH: Climbing left turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1080-1 557 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		



MIRL Rwy 8-26

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2811
255°	TDZE	523
	Apt Elev	523

RNAV (GPS) RWY 26

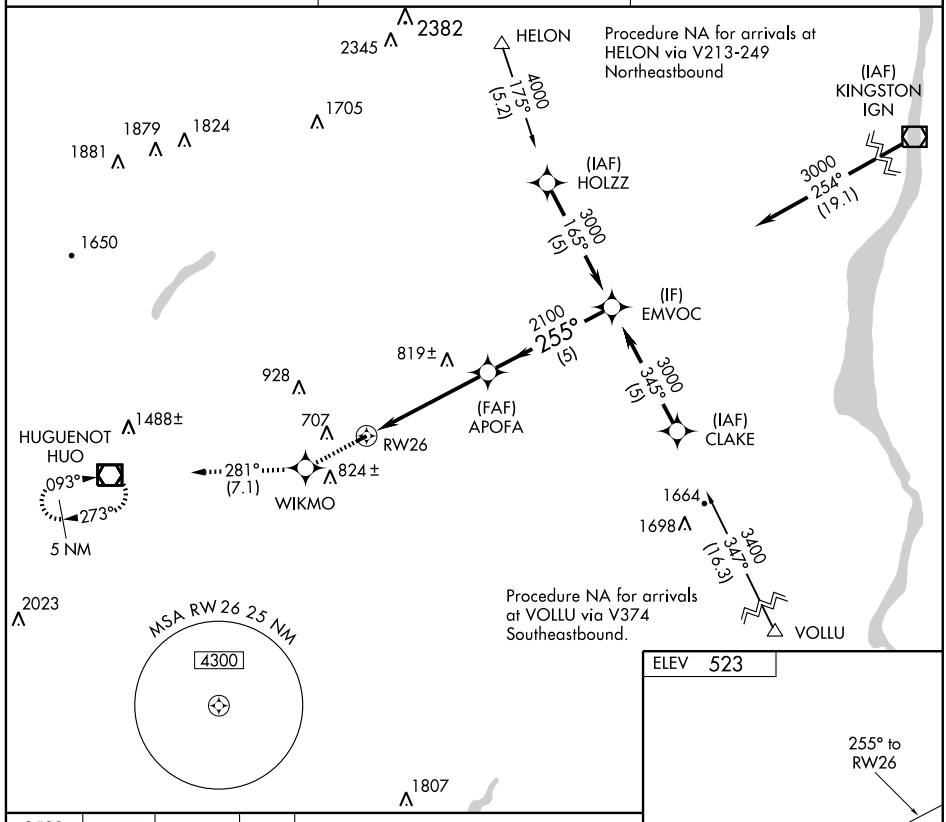
MIDDLETOWN / RANDALL (Ø6N)

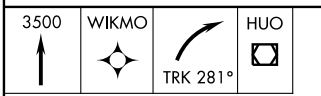
DME/DME RNP -0.3 NA.
Procedure NA at night.
Use Orange County altimeter setting.

NA

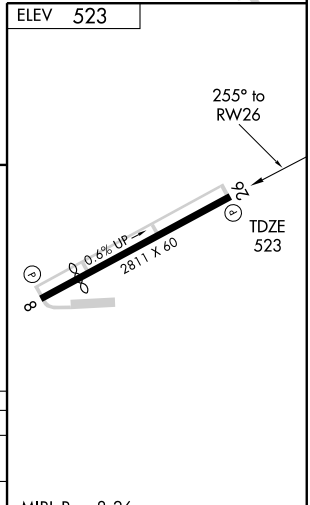
MISSED APPROACH: Climb to 3500 direct WIKMO and right turn via 281° track to HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1120-1 597 (600-1)	NA		
CIRCLING	1180-1 657 (700-1)	NA		



NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME HUO	APP CRS	Rwy Idg	2248
116.1	093°	TDZE	523
Chan 108		Apt Elev	523

VOR RWY 8

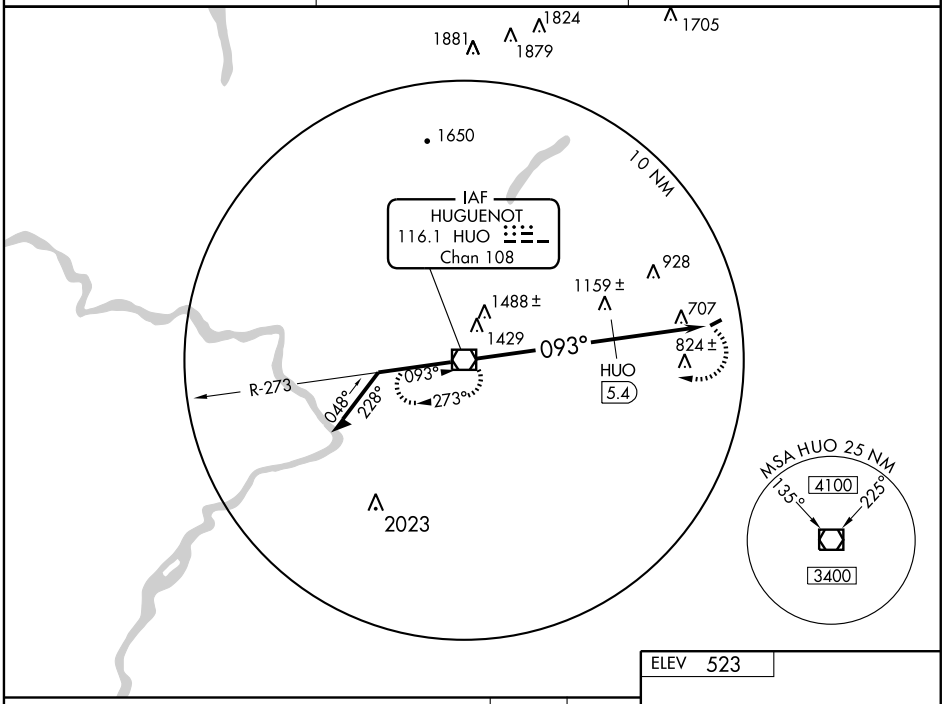
MIDDLETOWN/ RANDALL (Ø6N)

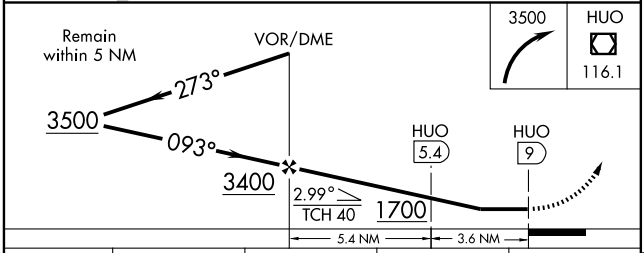
NA

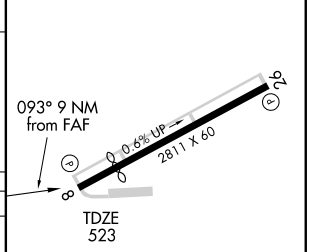
Use Orange County altimeter setting.
Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3500 direct HUO VOR/DME and hold.

ORANGE COUNTY ASOS	NEW YORK APP CON	UNICOM
119.275	132.75 363.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-8	1700-1¼ 1177 (1200-1¼)	NA		
CIRCLING	1700-1¼ 1177 (1200-1¼)	NA		
DME MINIMUMS				
S-8	1460-1¼ 937 (1000-1¼)	NA		
CIRCLING	1460-1¼ 937 (1000-1¼)	NA		

MIRL Rwy 8-26

FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 78008 W17A	APP CRS 167°	Rwy Idg 3830 TDZE 694 Apt Elev 698

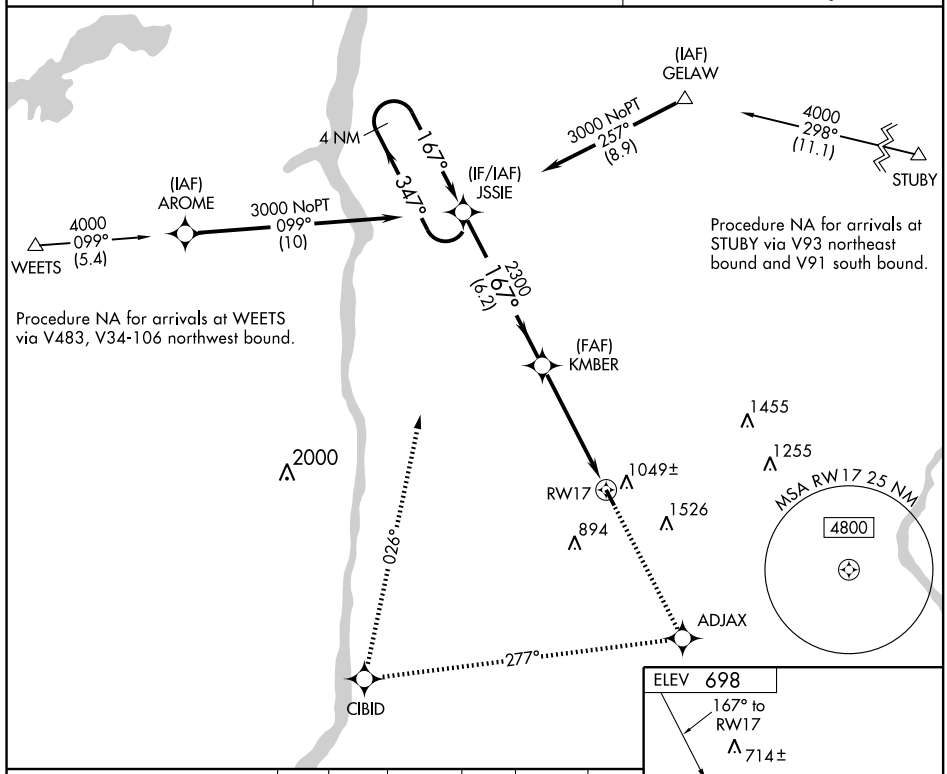
RNAV (GPS) RWY 17

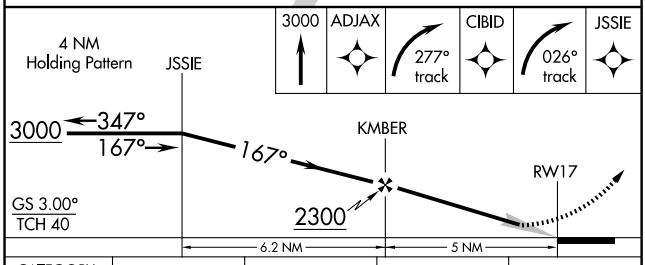
MILLBROOK/ SKY ACRES (44N)

DME/DME RNP-0.3 NA. Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1038, all MDA 20 feet, and LPV all Cats visibility ¼ mile.

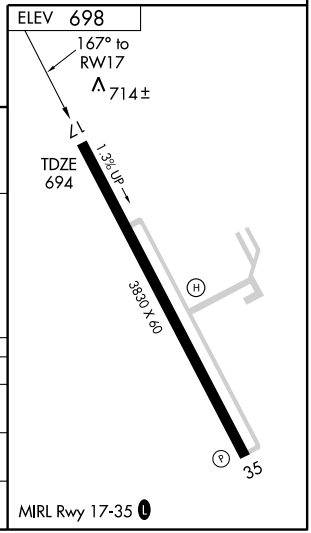
MISSED APPROACH: Climb to 3000 direct ADJAX and right turn via 277° track to CIBID and right turn via 026° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1021-1¼ 327 (400-1¼)		NA	
LNAV MDA	1620-1¼ 926 (1000-1¼)		NA	
CIRCLING	1620-1¼ 922 (1000-1¼)		NA	



NE-2, 03 JUN 2010 to 01 JUL 2010

MILLBROOK, NEW YORK AL-5473 (FAA)

WAAS	APP CRS	Rwy Idg	3830
CH 86308	347°	TDZE	698
W35A		Apt Elev	698

RNAV (GPS) RWY 35

MILLBROOK/ SKY ACRES (44N)

T NA DME/DME RNP-0.3 NA.
Use Newburgh altimeter setting; when not received use Poughkeepsie altimeter setting and increase LPV DA to 1063, and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct COVDA and via 347° track to JSSIE and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L

MISSED APCH FIX
4 NM 167° 347° JSSIE
2000

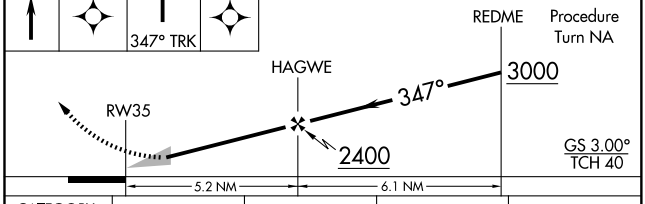
347° COVDA 1455 1255 RW35 894 1526
(FAF) HAGWE
1444 2400 347° (6.1)
(IF) REDME
3000 282° (6) (IAF) LOVES
3000 074° (9.9) (IAF) HIBBY
VALRE 4000 085° (3.3)
3000 020° (6.8) (IAF) NOBBI
MSA RW35 25 NM 4400

Procedure NA for arrivals at NOBBI via V123-405-483 S Bnd.

ELEV 698
1.3% UP
3830 X 60
TDZE 698
35
347° to RW35
MIRL Rwy 17-35 L

3000	COVDA	347° TRK	JSSIE

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1046-1¼	348 (400-1¼)	NA	
LNAV MDA	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	
CIRCLING	1700-1¼ 1002 (1100-1¼)	1700-1½ 1002 (1100-1½)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	N/A
069°	TDZE	N/A
	Apt Elev	700

VOR-A

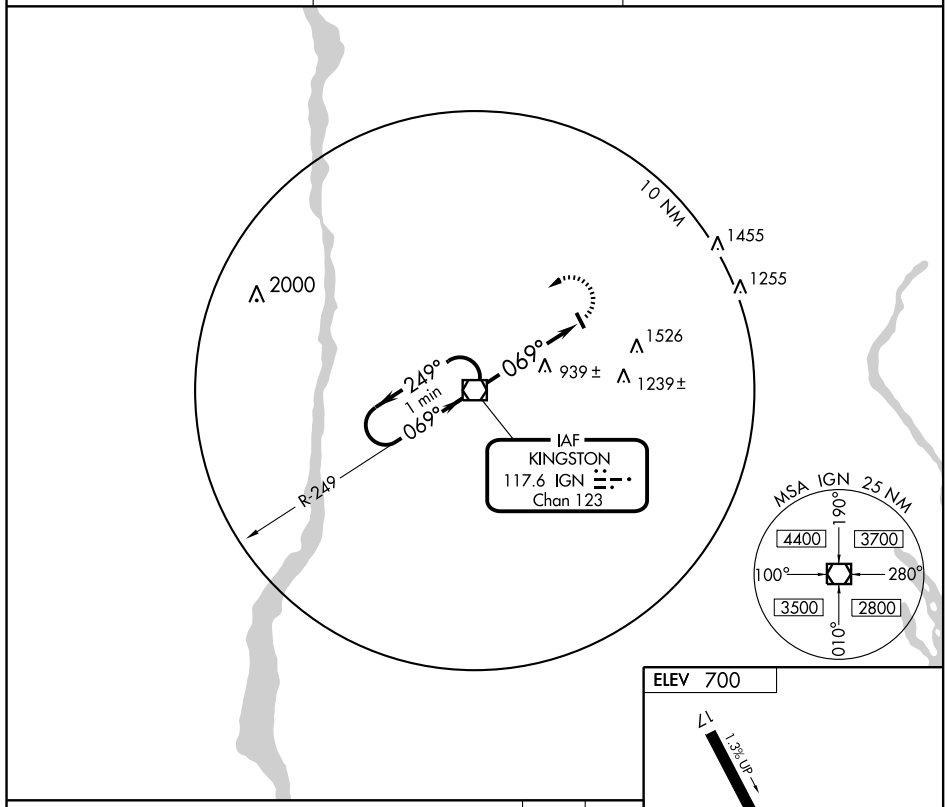
MILLBROOK/ SKY ACRES (44N)

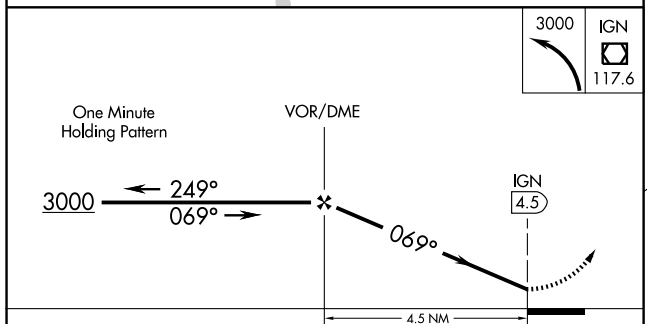
Use Poughkeepsie altimeter setting.
NoPT for arrival on IGN VOR/DME airway radials 203 CW 316.

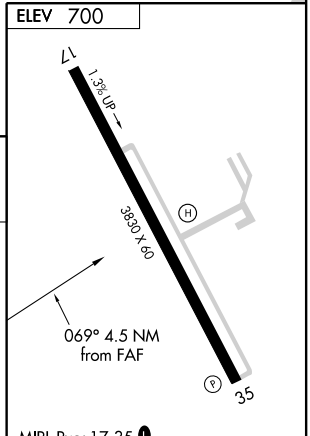
NA

MISSED APPROACH: Climbing left turn to 3000 direct IGN VOR/DME and hold.

POUGHKEEPSIE ASOS	NEW YORK APP CON	UNICOM
126.75	132.75 363.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1580 - 1 880 (900-1)	1580 - 1¼ 880 (900-1¼)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3024
242°	TDZE	7
	Apt Elev	7

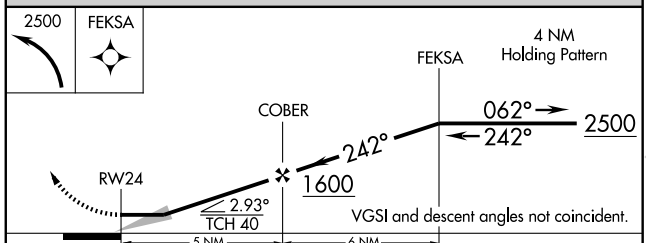
RNAV (GPS) RWY 24
MONTAUK (MTP)

Use Block Island State altimeter setting.
NA DME/DME RNP-0.3 NA

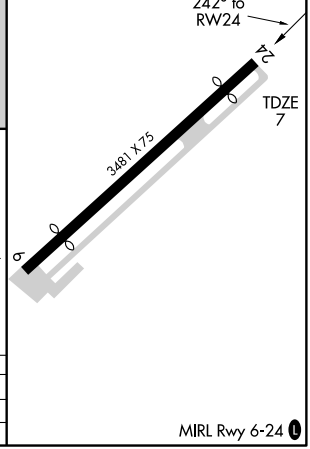
MISSED APPROACH: Climbing left turn to 2500 direct FEKSA WP and hold.

NEW YORK APP CON ★	UNICOM	
125.97 343.65	122.7 (CTAF)	121.7 L

GROTON GON
468
2500 133° (16.1)
4 NM
062°
242°
1600 242° (6)
(IF/IAF) FEKSA
2500 NoPT 301° (7.7)
(IAF) SANDY POINT SEY
(FAF) COBER
MSA RW24 25 NM
2600
RW24
70±
159±
238±
2500 to FEKSA 072° (31.3)
HAMPTON HTO



CATEGORY	A	B	C	D
LNAV MDA	480-1 473 (500-1)			
CIRCLING	580-1 573 (600-1)			



NE-2. 03 JUN 2010 to 01 JUL 2010

HTO VORTAC	APP CRS	Rwy Idg	2944
113.6	075°	TDZE	6
Chan 83		Apt Elev	7

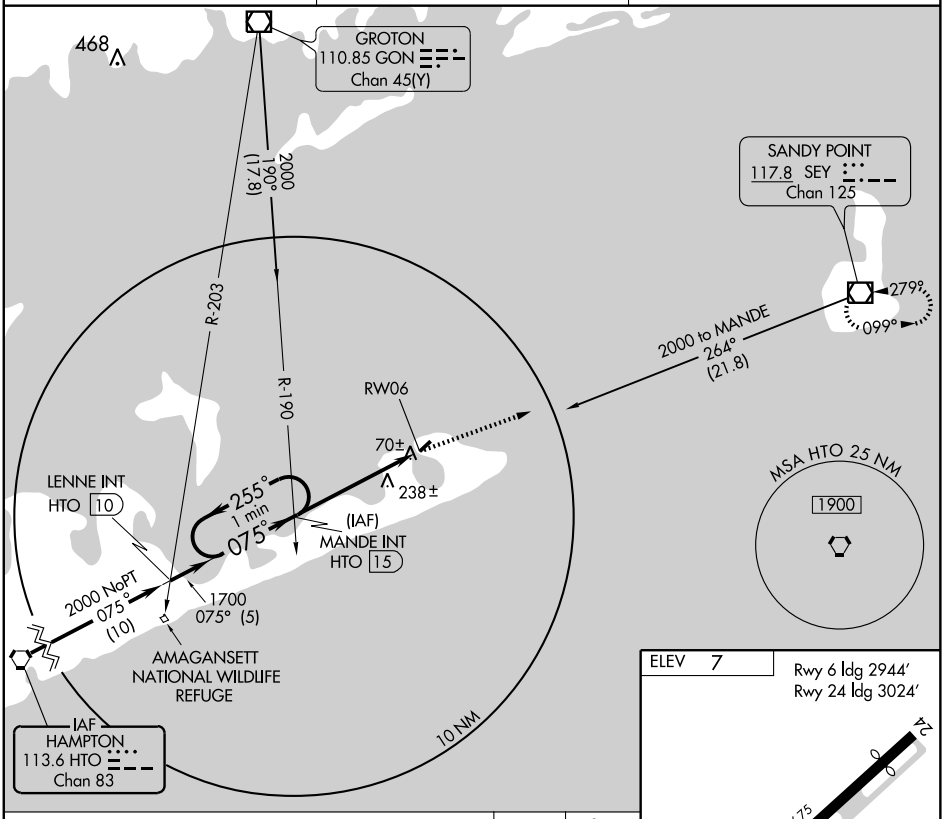
VOR or GPS RWY 6

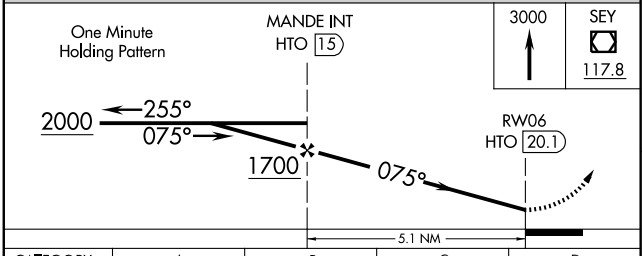
MONTAUK (MTP)

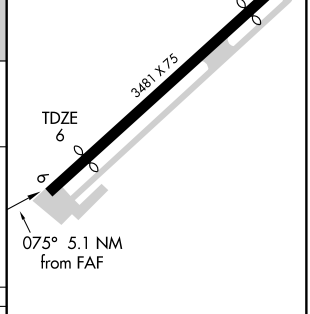
Use Block Island State altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SEY VOR/DME and hold.

NEW YORK APP CON *	UNICOM	121.7 L
125.975 343.65	122.7 (CTAF)	







MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	660-1 654 (700-1)	660-1¼ 654 (700-1¼)	NA	
CIRCLING	660-1 653 (700-1)	660-1¼ 653 (700-1¼)	NA	

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-MGJ	APP CRS	Rwy Idg	4701
111.7	029°	TDZE	353
		Apt Elev	364

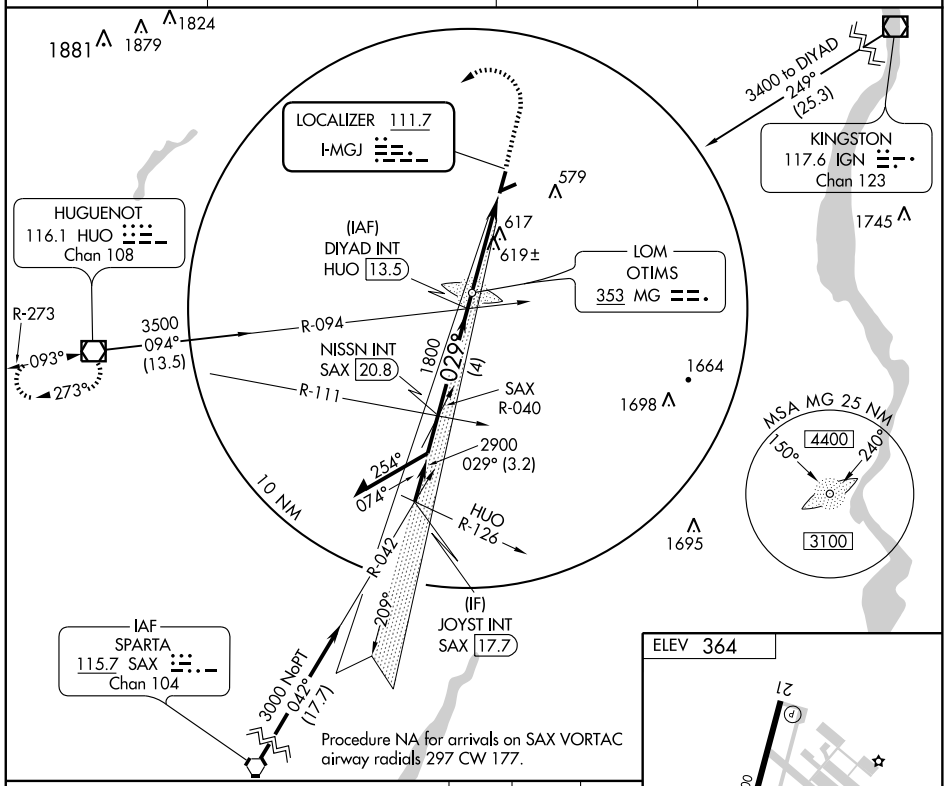
ILS or LOC RWY 3

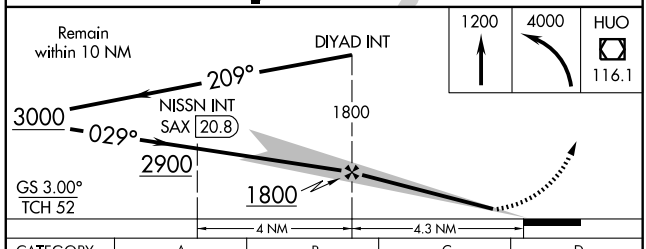
MONTGOMERY/ORANGE COUNTY (MGJ)

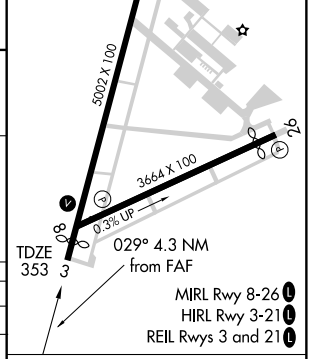
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase S-ILS-3 all Cats and S-LOC-3 and Circling Cats C and D visibility ¼ mile and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 3	699-1¼ 346 (400-1¼)			
S-LOC 3	1000-1 647 (700-1)		1000-1¾ 647 (700-1¾)	1000-2 647 (700-2)
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-2, 03 JUN 2010 to 01 JUL 2010

LOM MG	APP CRS	Rwy Idg	4701
353	029°	TDZE	354
		Apt Elev	365

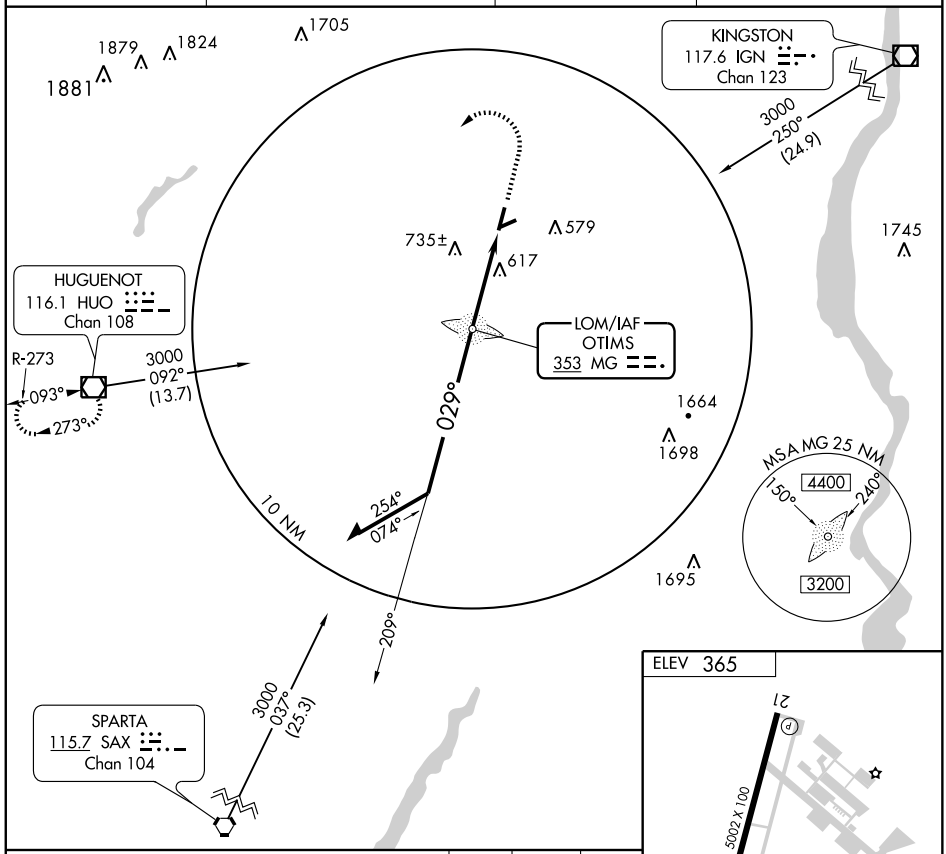
NDB RWY 3

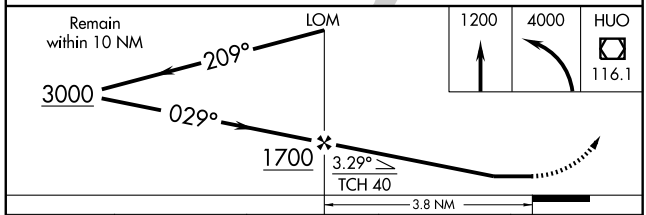
MONTGOMERY/ORANGE COUNTY (MGJ)

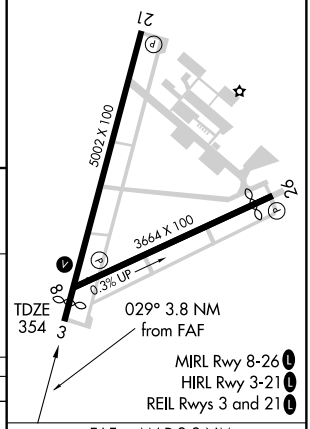
NA

MISSED APPROACH: Climb to 1200, then climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	1040-1 686 (700-1)		1040-2 686 (700-2)	1040-2¼ 686 (700-2¼)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 (900-2½)	1200-2¾ 835 (900-2¾)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4701
029°	TDZE	353
	Apt Elev	364

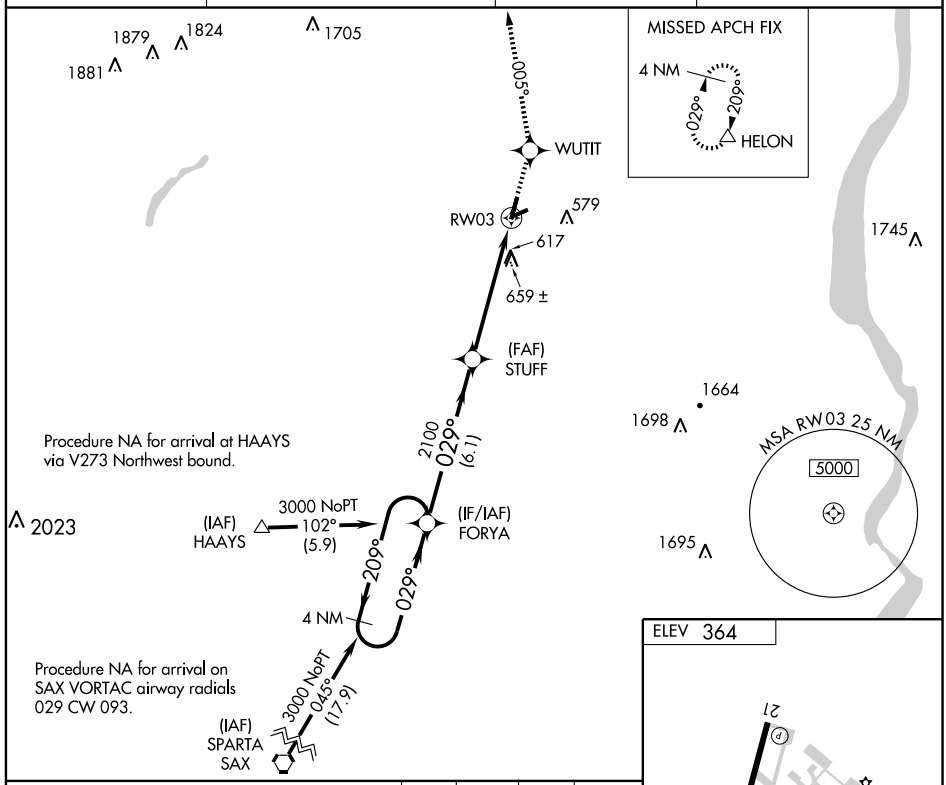
RNAV (GPS) RWY 3

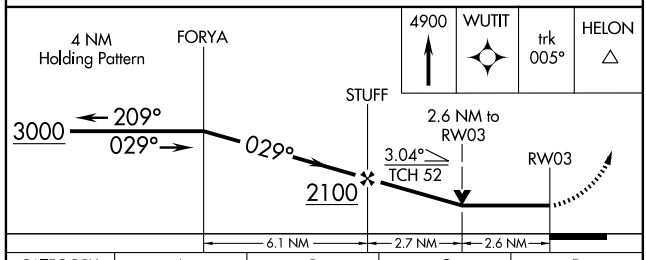
MONTGOMERY/ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cats A, C and D visibility ¼ mile. VDP NA with Poughkeepsie altimeter setting.

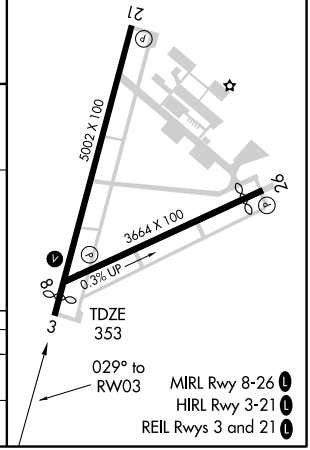
MISSED APPROACH: Climb to 4900 direct WUTIT and via track 005° to HELON and hold, continue climb-in-hold to 4900.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)



NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 50216	080°	Rwy Idg	3664
W08A		TDZE	359
		Apt Elev	364

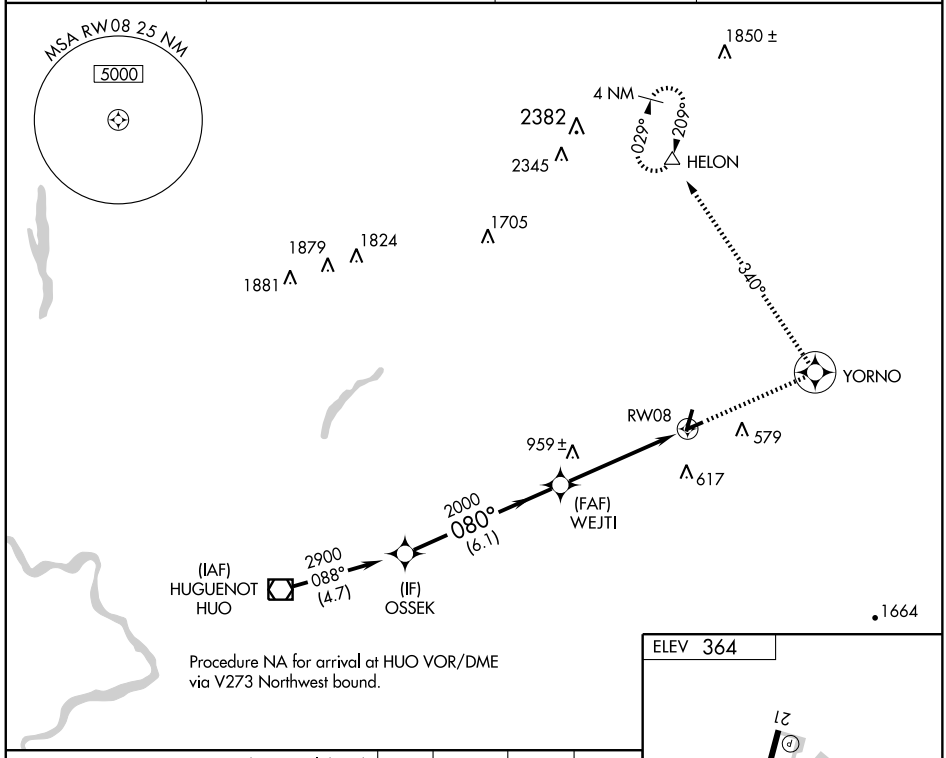
RNAV (GPS) RWY 8

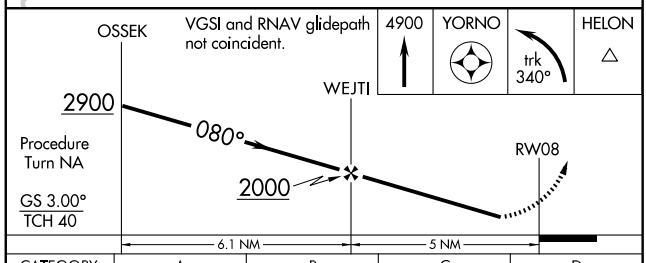
MONTGOMERY/ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

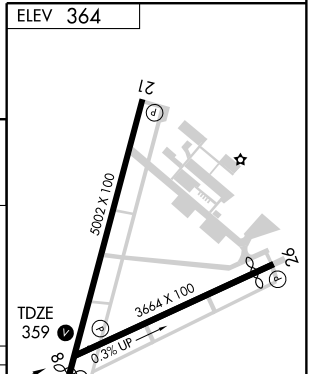
MISSED APPROACH: Climb to 4900 direct YORNO and left turn via track 340° to HELON and hold, continue climb-in-hold to 4900.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1059-2½ 700 (700-2½)			
LNAV MDA	1220-1 861 (900-1)	1220-1¼ 861 (900-1¼)	1220-2½ 861 (900-2½)	1220-2¾ 861 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)



NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 86416 W21A	APP CRS 210°	Rwy Idg 5002 TDZE 353 Apt Elev 364

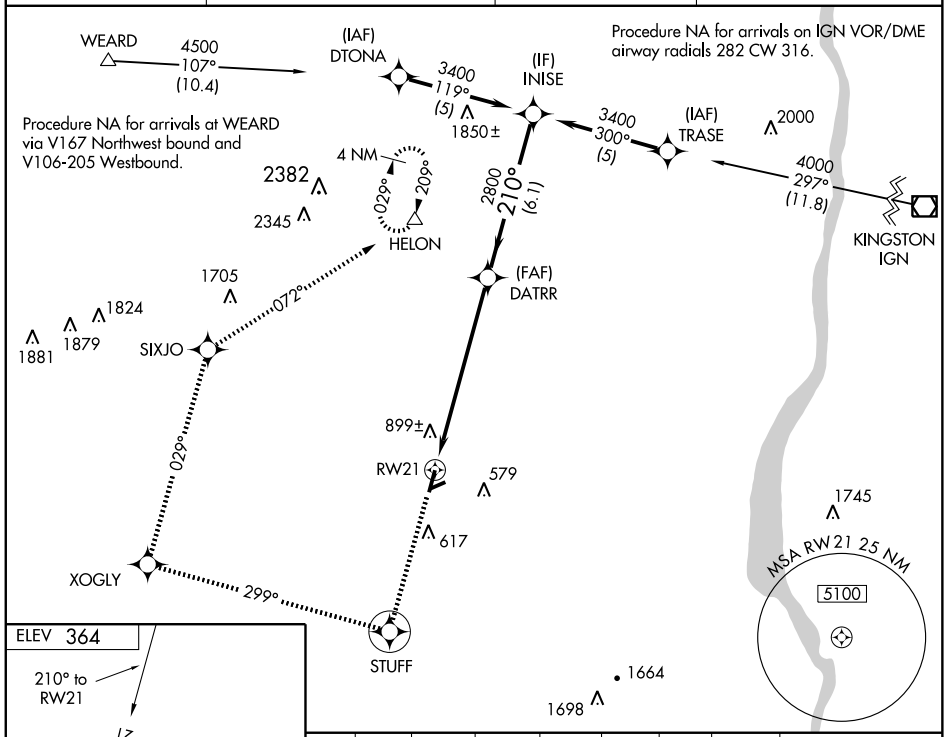
RNAV (GPS) RWY 21

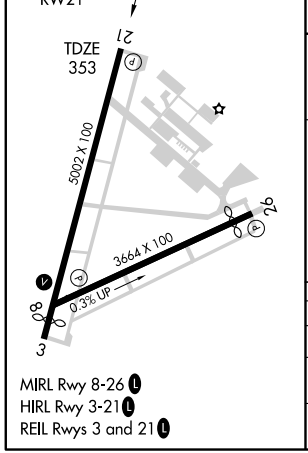
MONTGOMERY / ORANGE COUNTY (MGJ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poughkeepsie alitmeter setting and increase all DA 71 feet, and all MDA 80 feet, increase LPV all Cats and LNAV and Circling Cats A, C, and D visibility ¼ mile.

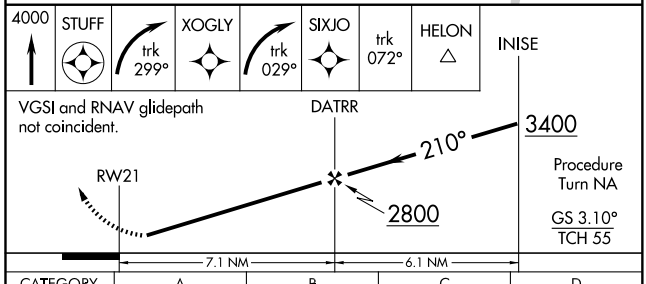
MISSED APPROACH: Climb to 4000 direct STUFF and right turn via track 299° to XOGLY and right turn via track 029° to SIXJO and via track 072° to HELON and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L





MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	704-1¼ 351 (400-1¼)			
LNAV MDA	1220-1 867 (900-1)	1220-1¼ 867 (900-1¼)	1220-2½ 867 (900-2½)	1220-2¾ 867 (900-2¾)
CIRCLING	1220-1 856 (900-1)	1220-1¼ 856 (900-1¼)	1220-2½ 856 (900-2½)	1220-2¾ 856 (900-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 26

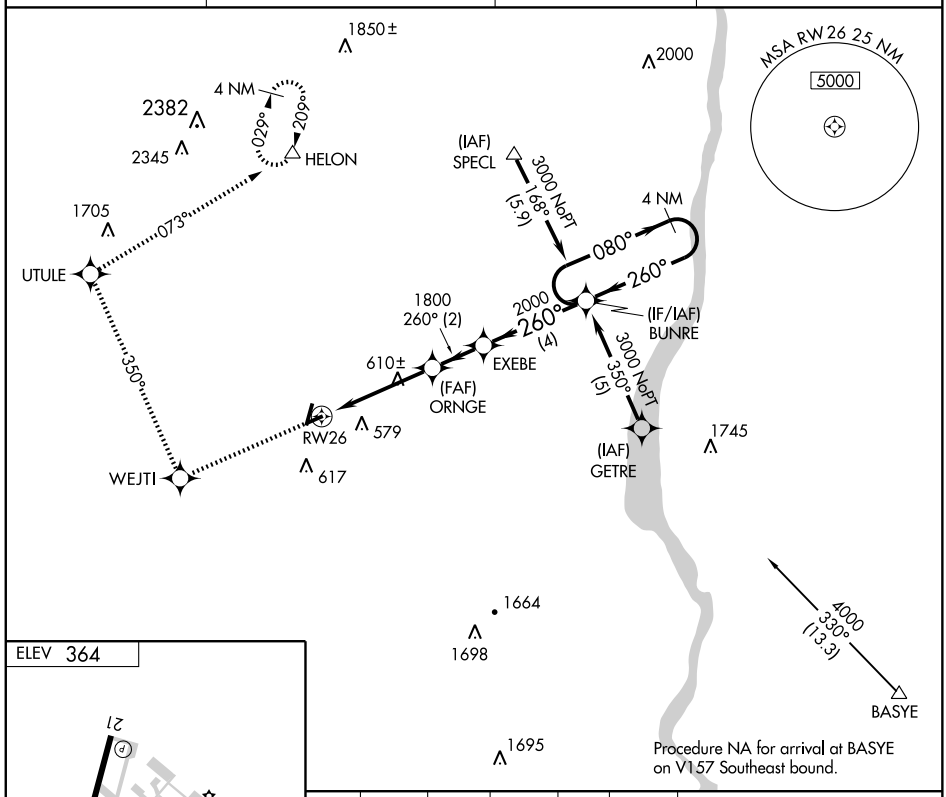
MONTGOMERY/ ORANGE COUNTY (MGJ)

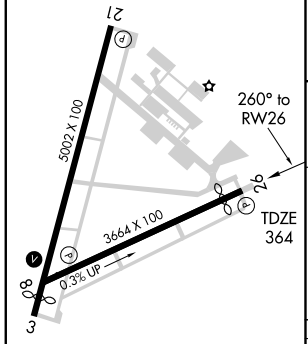
APP CRS	Rwy Idg	3349
260°	TDZE	364
	Apt Elev	364

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poughkeepsie altimeter setting; increase all MDA 80 feet and increase LNAV and Circling Cats A, C, and D visibility ¼ mile.

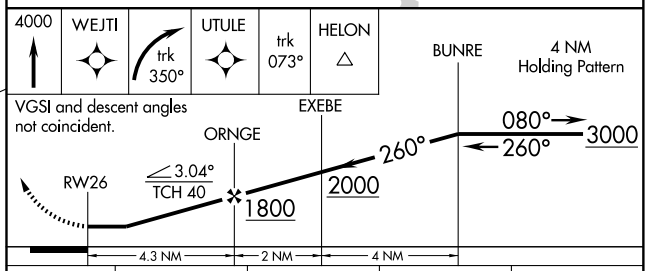
MISSED APPROACH: Climb to 4000 direct WEJTI and right turn on track 350° to UTULE and on track 073° to HELON and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L



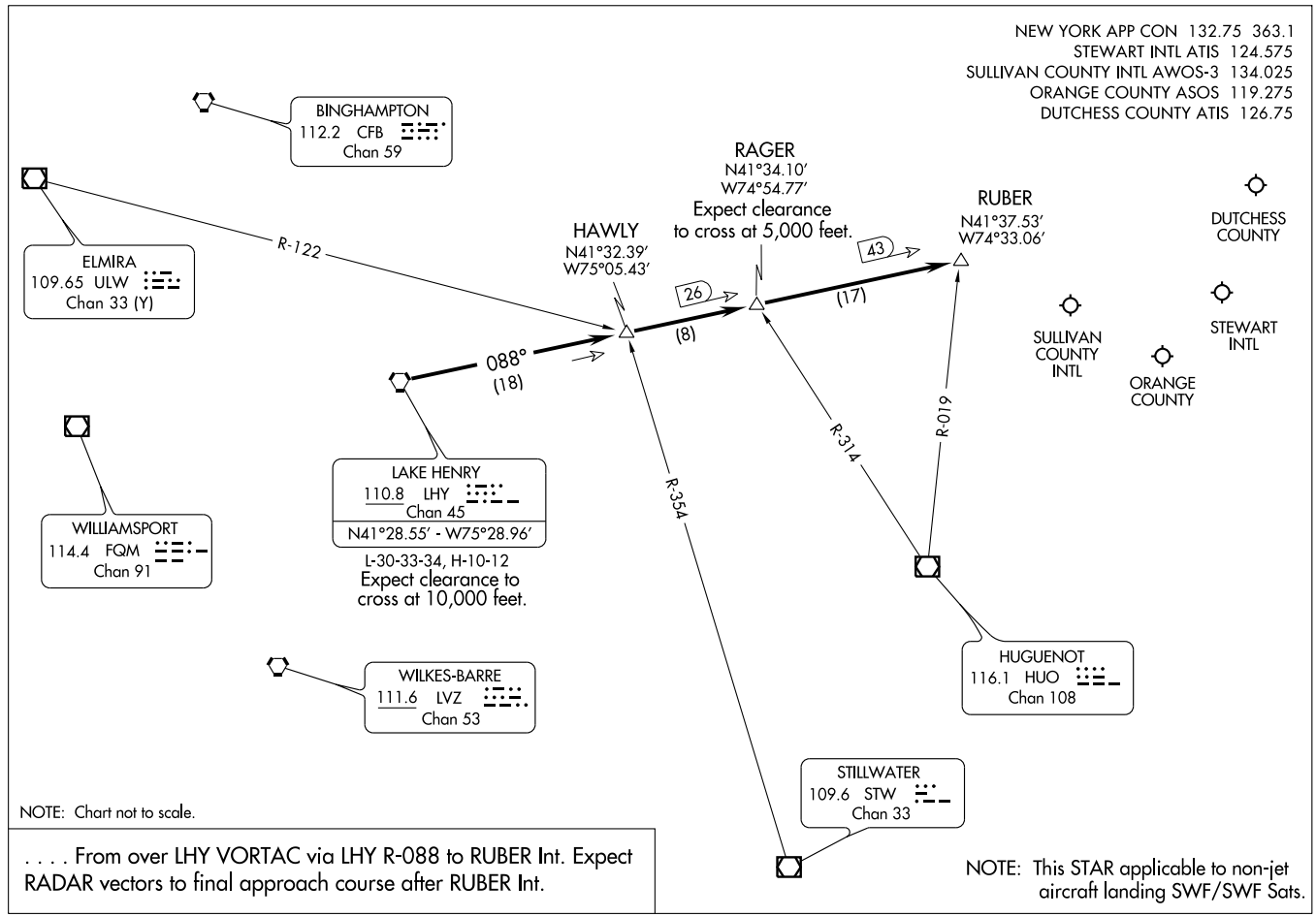


MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LNAV MDA	920-1 556 (600-1)		920-1½ 556 (600-1½)	920-1¾ 556 (600-1¾)
CIRCLING	1200-1 836 (900-1)	1200-1¼ 836 (900-1¼)	1200-2½ 836 (900-2½)	1200-2¾ 836 (900-2¾)

NE-2, 03 JUN 2010 to 01 JUL 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

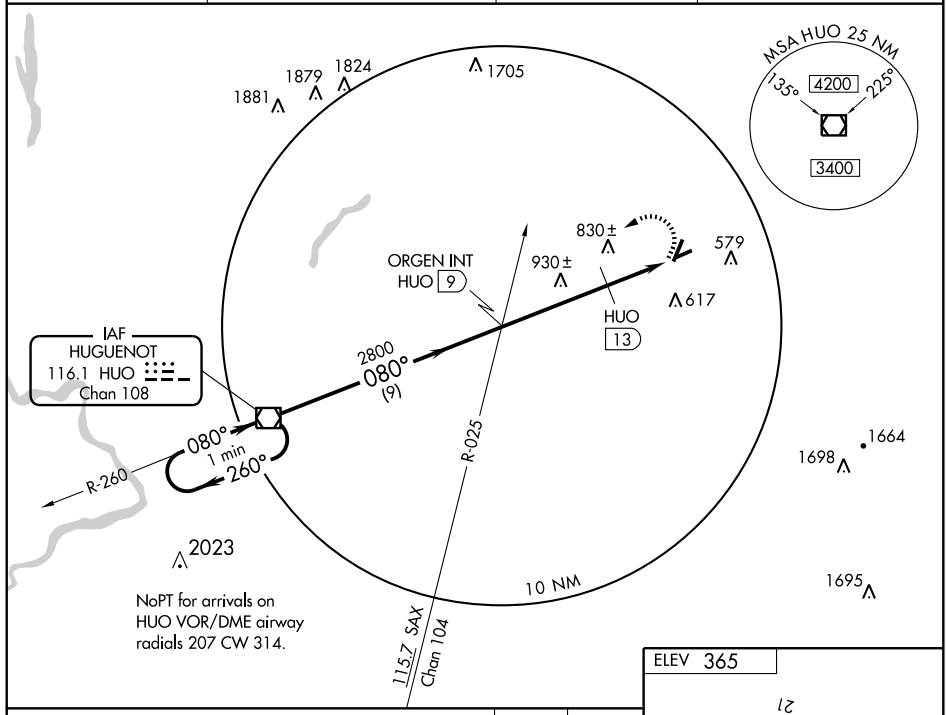
VOR/DME HUO	APP CRS	Rwy Idg	3664
116.1	080°	TDZE	360
Chan 108		Apt Elev	365

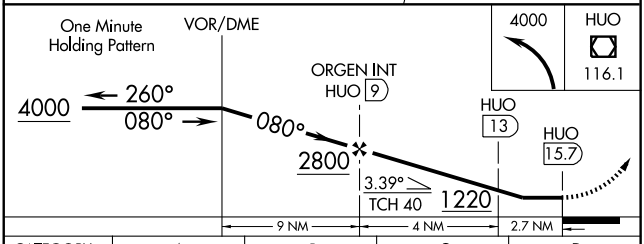
VOR RWY 8

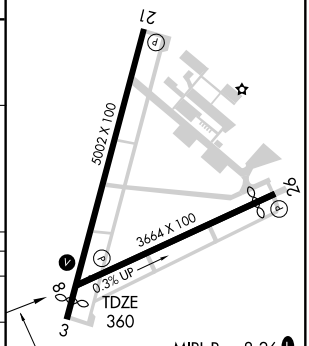
MONTGOMERY/ORANGE COUNTY (MGJ)

MISSED APPROACH: Climbing left turn to 4000 direct HUO VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.275	132.75 363.1	123.85	122.725 (CTAF) L







MIRL Rwy 8-26 L
HIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
S-8	1220-1 860 (900-1)	1220-1¼ 860 (900-1¼)	1220-2½ 860 (900-2½)	1220-2¾ 860 (900-2¾)
CIRCLING	1220-1 855 (900-1)	1220-1¼ 855 (900-1¼)	1220-2½ 855 (900-2½)	1220-2¾ 855 (900-2¾)
DME MINIMUMS				
S-8	1160-1 800 (800-1)	1160-1¼ 800 (800-1¼)	1160-2¼ 800 (800-2¼)	1160-2½ 800 (800-2½)
CIRCLING	1200-1 835 (900-1)	1200-1¼ 835 (900-1¼)	1200-2½ 835 900-2½)	1200-2¾ 835 900-2¾)

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2. 03 JUN 2010 to 01 JUL 2010

MONTICELLO, NEW YORK

AL-5675 (FAA)

LOC I-MSV	APP CRS	Rwy Ldg	5700
109.1	155°	TDZE	1403
		Apt Elev	1403

ILS RWY 15

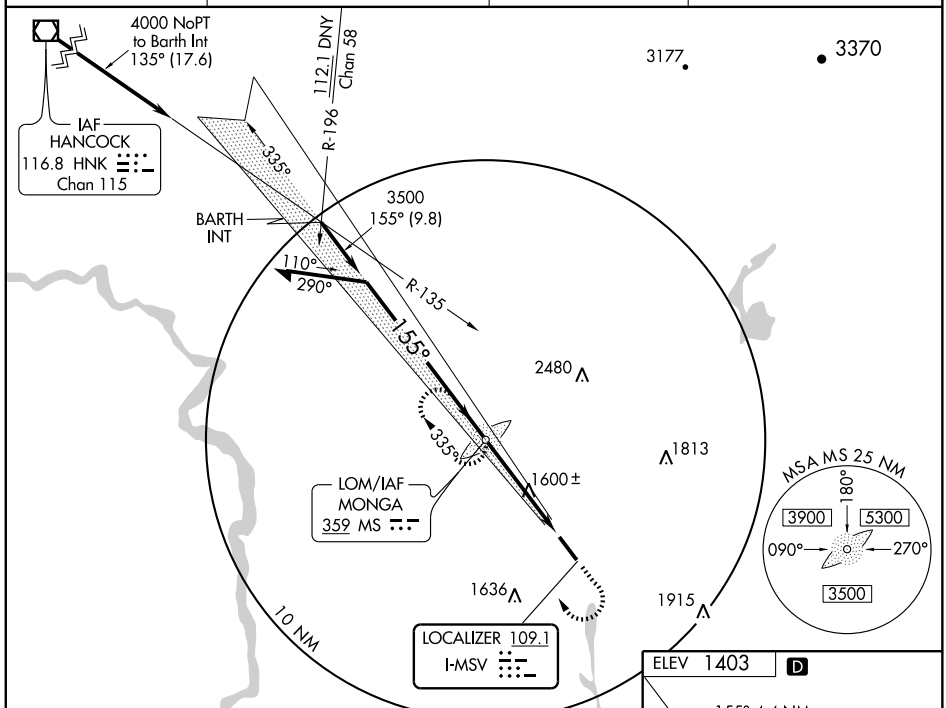
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

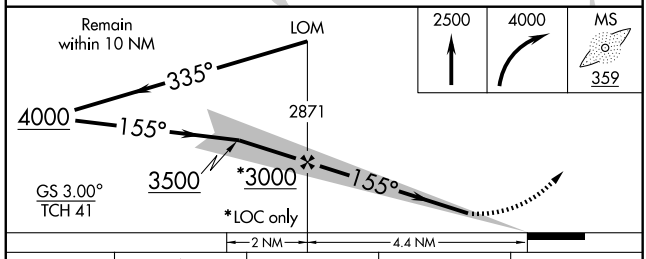
▼ NA

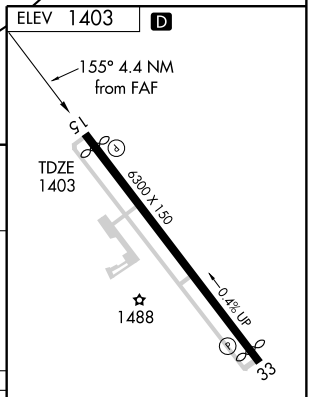
If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all DH/MDAs 160 feet.

MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MS LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 15	1653-¾ 250 (300-¾)			
S-LOC 15	1860-1 457 (500-1)		1860-1¼ 457 (500-1¼)	1860-1½ 457 (500-1½)
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L

HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

LOM MS	APP CRS	Rwy Ldg	5700
359	155°	TDZE	1403
		Apt Elev	1403

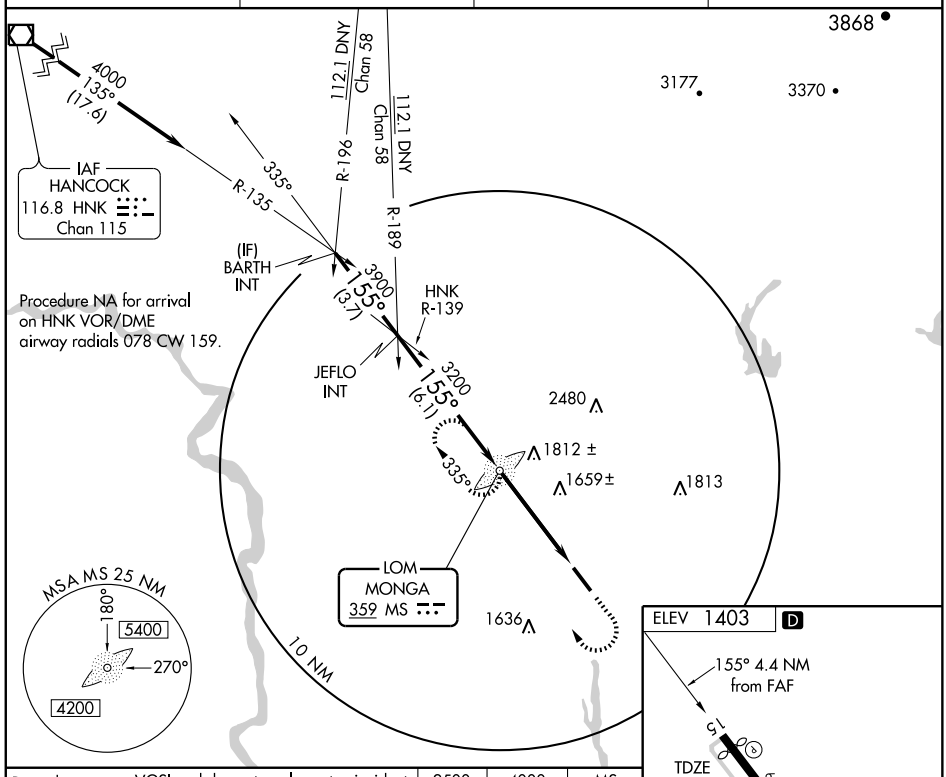
NDB RWY 15

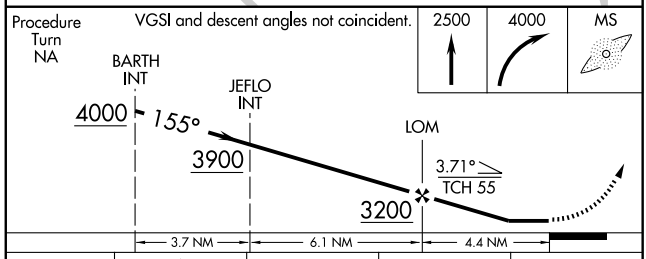
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

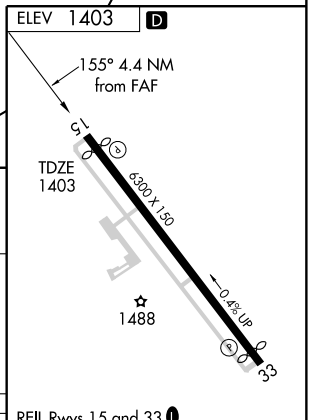
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; increase all Cat B visibility ¼ mile, all Cat C visibility ¾ mile, S-15 Cat D visibility ¾ mile, and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MONGA LOM and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	1960-1 557 (600-1)		1960-1½ 557 (600-1½)	1960-1¾ 557 (600-1¾)
CIRCLING	1960-1 557 (600-1)		1960-1½ 557 (600-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Ldg	5700
CH 56615	155°	TDZE	1403
W15A		Apt Elev	1403

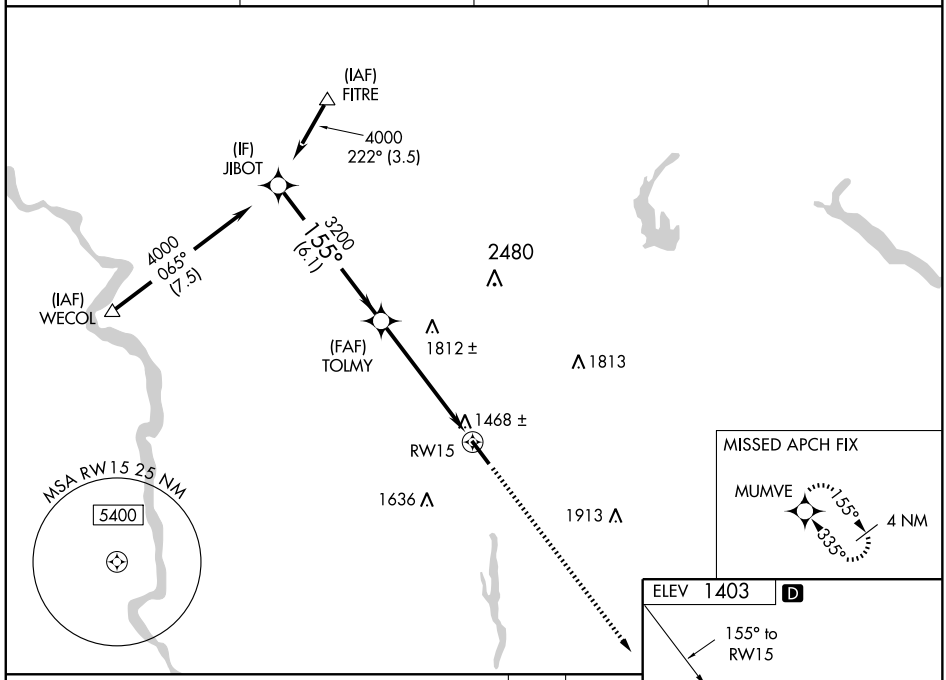
RNAV (GPS) RWY 15

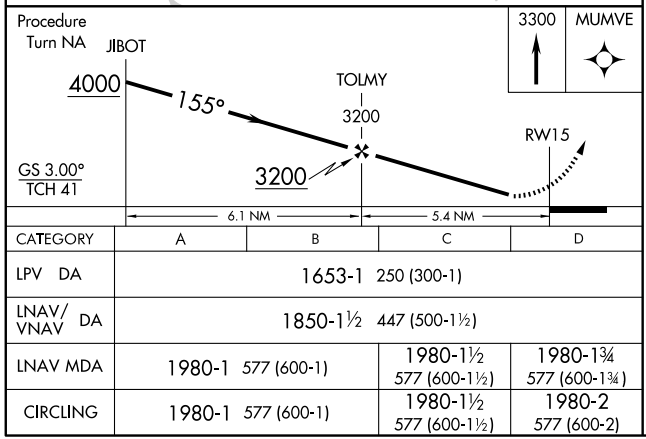
MONTICELLO / SULLIVAN COUNTY INTL (MSV)

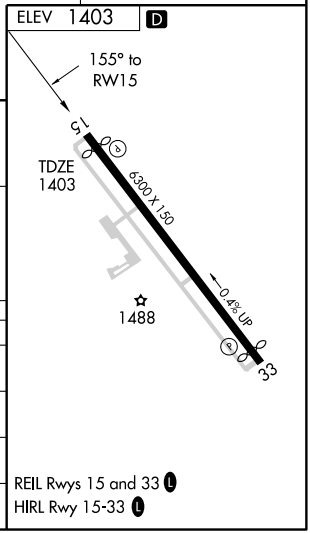
Baro-VNAV NA when using Newburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newburgh altimeter setting and increase LPV DA to 1858, LNAV/VNAV DA to 2055, and all MDA 220 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile; increase LPV Cats and Circling Cat D visibility ½ mile; increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 3300 direct MUMVE and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1653-1 250 (300-1)			
LNAV/VNAV DA	1850-1½ 447 (500-1½)			
LNAV MDA	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-1¾ 577 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Ldg	5700
335°	TDZE	1390
	Apt Elev	1403

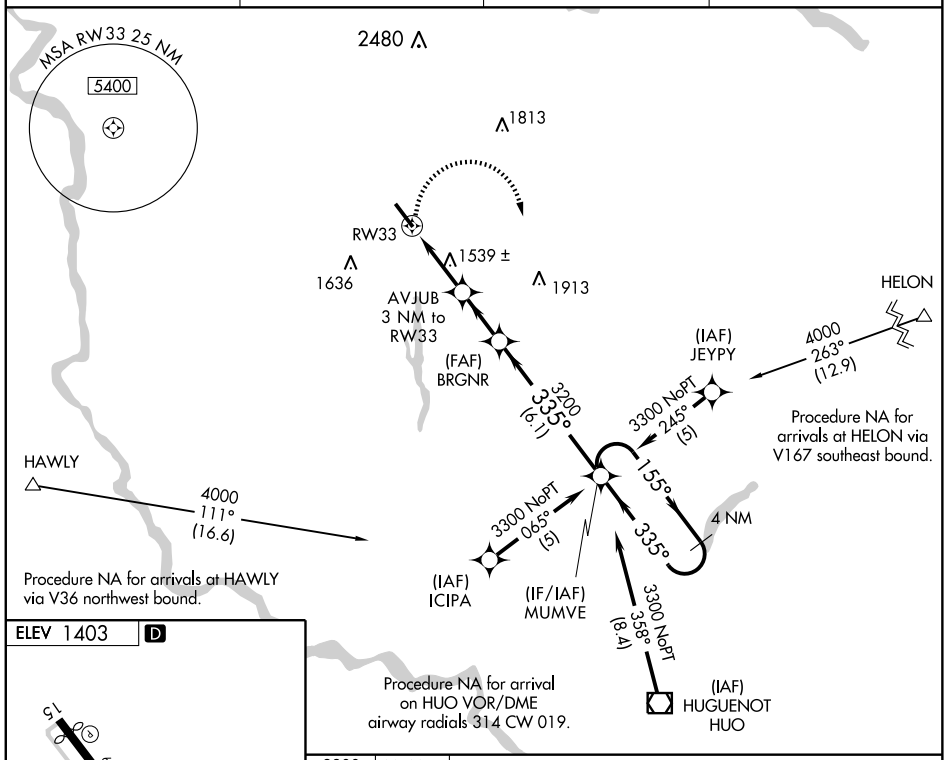
RNAV (GPS) RWY 33

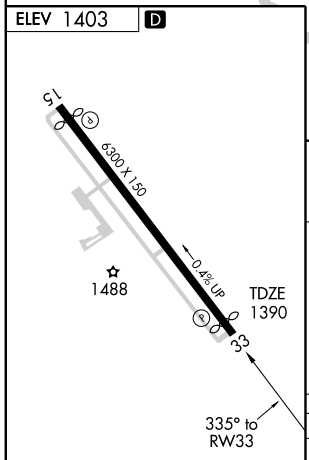
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

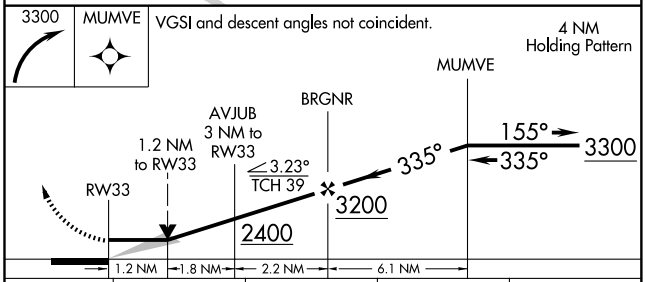
▼ ▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newburgh altimeter setting and increase all MDA 220 feet; LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¾ mile, Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile. VDP NA when using Newburgh altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 direct MUMVE and hold.

AWOS-3	NEW YORK APP CON	CLNC DEL	UNICOM
124.725	132.75 363.1	121.6	122.8 (CTAF) L



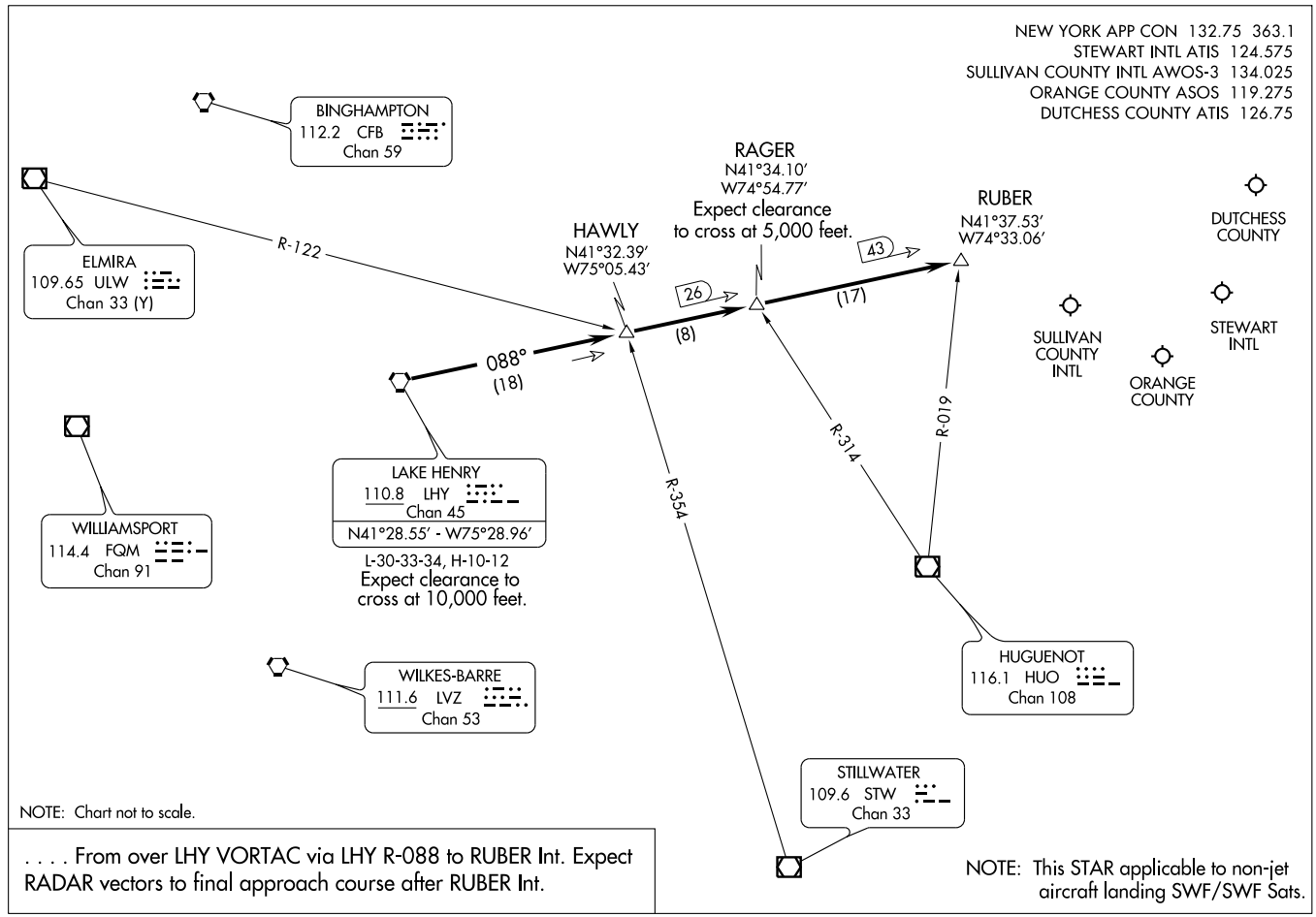




CATEGORY	A	B	C	D
LNAV MDA	1800-1 410 (400-1)		1800-1¼ 410 (400-1¼)	
CIRCLING	1900-1 497 (500-1)		1900-1½ 497 (500-1½)	1960-2 557 (600-2)

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-2, 03 JUN 2010 to 01 JUL 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

VOR/DME HUO	APP CRS	Rwy Ldg	5700
116.1	344°	TDZE	1390
Chan 108		Apt Elev	1403

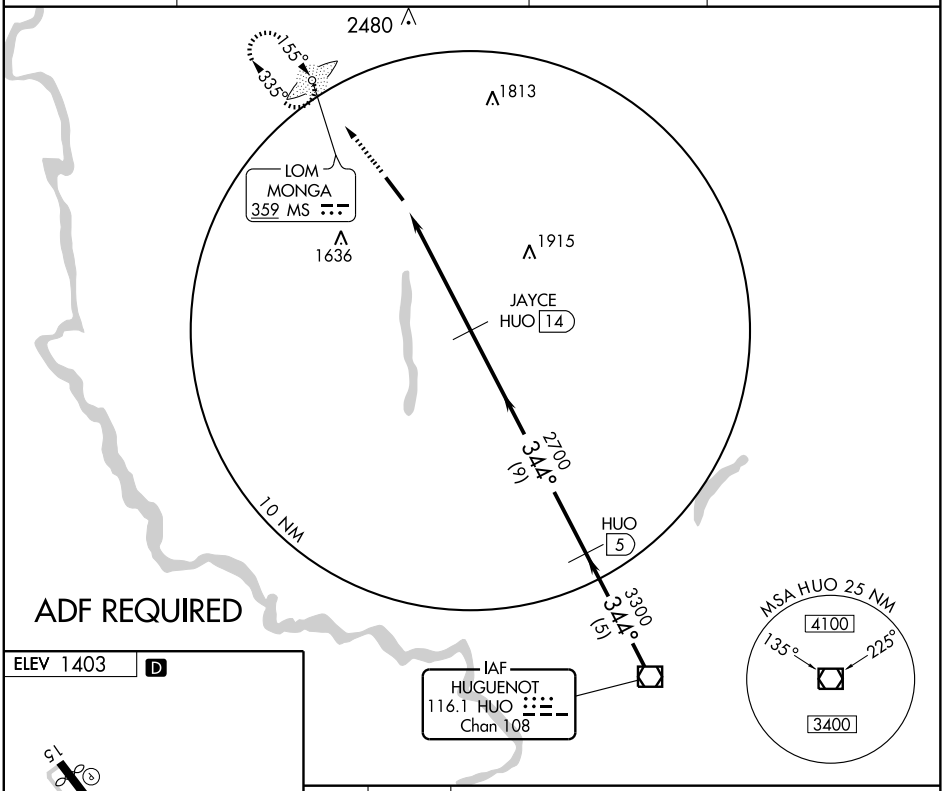
VOR/DME RWY 33

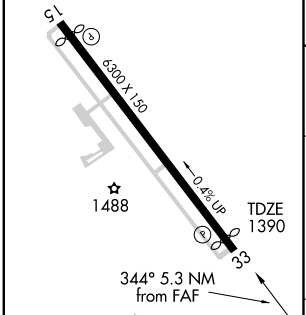
MONTICELLO/ SULLIVAN COUNTY INTL (MSV)

T NA If local altimeter setting not received, use Newburgh/Stewart Intl altimeter setting and increase all MDAs 160 feet.

MISSED APPROACH: Climb to 4000 direct MS LOM and hold.

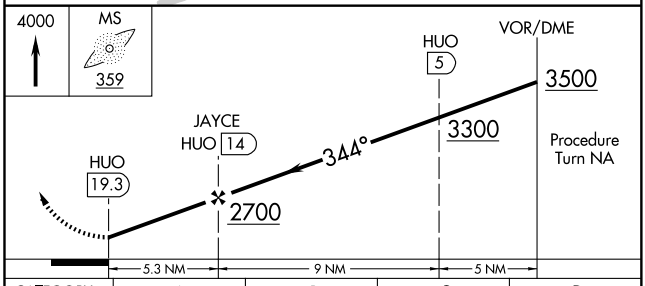
AWOS-3	NEW YORK APP CON		CLNC DEL	UNICOM
124.725	132.75	363.1	121.6	122.8 (CTAF) L





HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

Knots	60	90	120	150	180
Min:Sec					



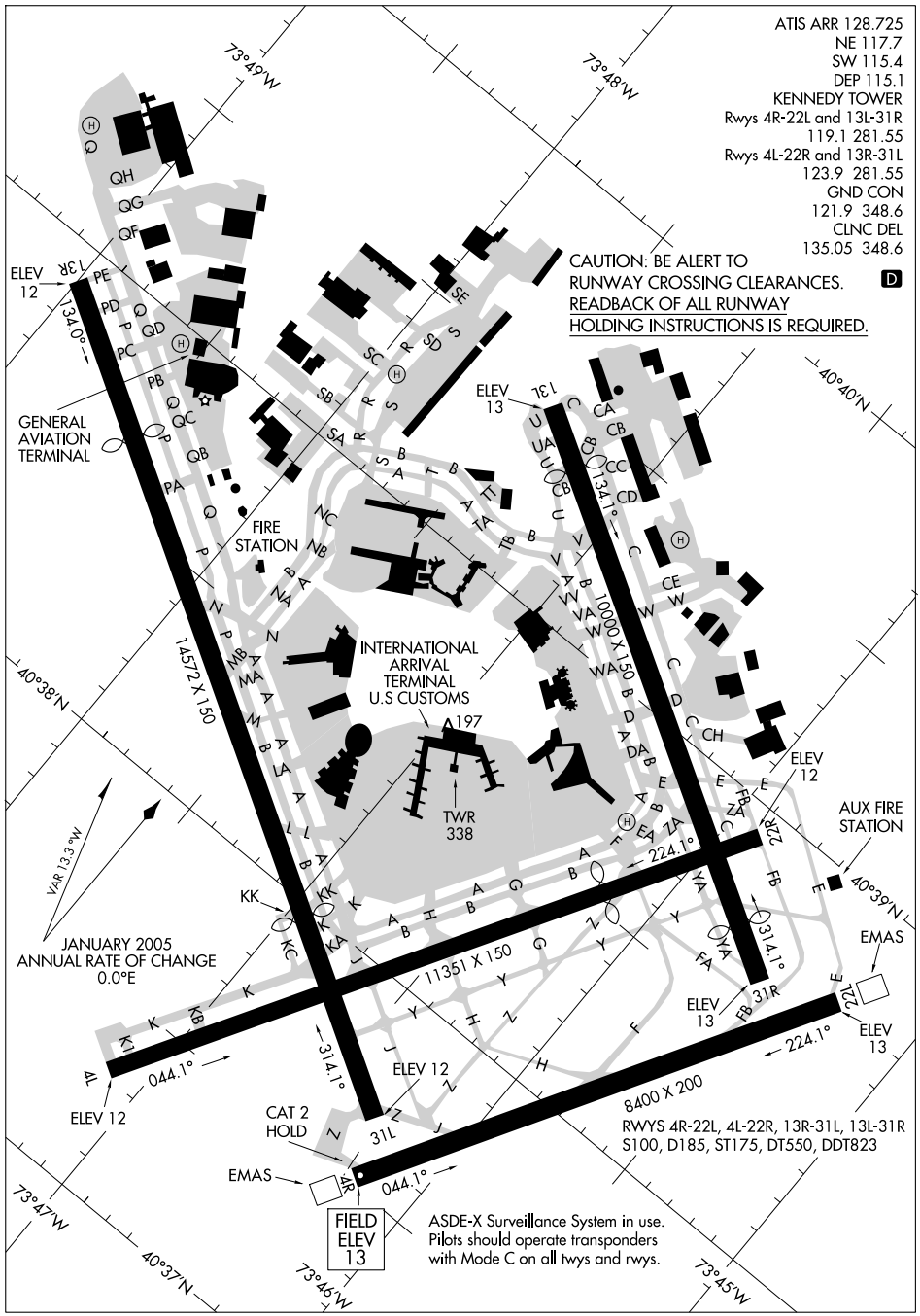
CATEGORY	A	B	C	D
S-33	1980-1 590 (600-1)		1980-1½ 590 (600-1½)	1980-1¾ 590 (600-1¾)
CIRCLING	1980-1 577 (600-1)		1980-1½ 577 (600-1½)	1980-2 577 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-610 (FAA)

NEW YORK / JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK

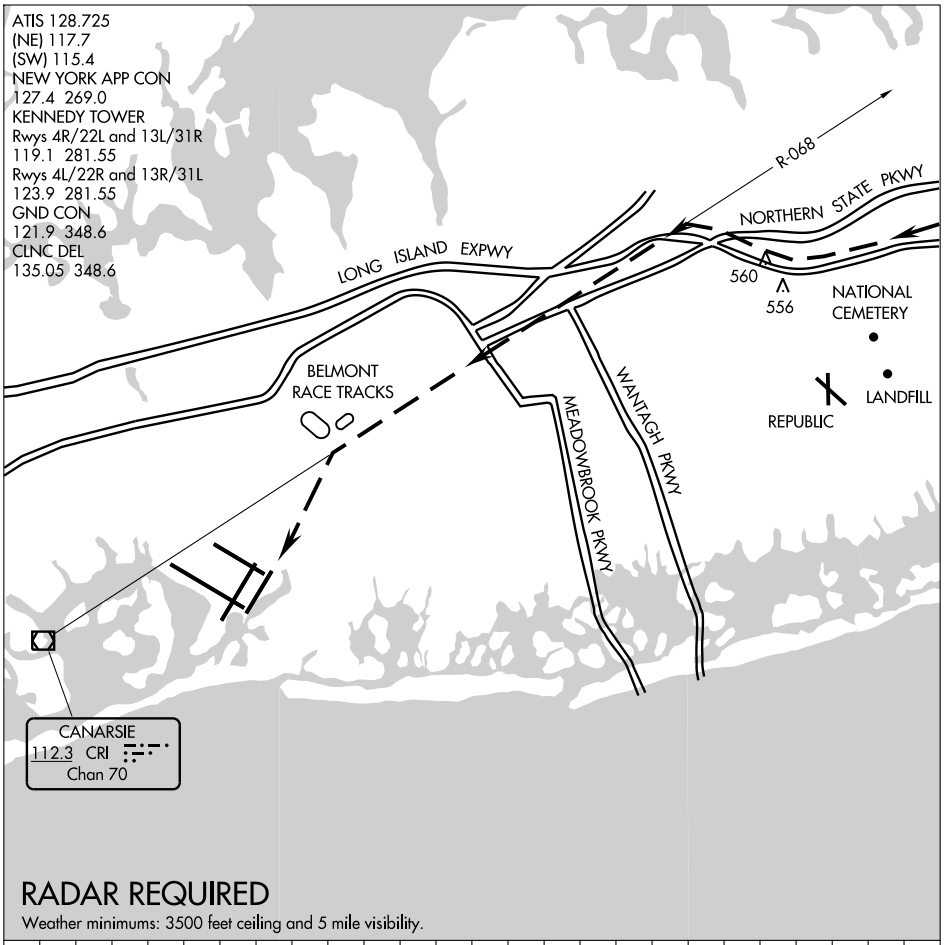


NE-2, 03 JUN 2010 to 01 JUL 2010

BELMONT VISUAL RWY 22L

AL-610 (FAA)

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK



RADAR REQUIRED

Weather minimums: 3500 feet ceiling and 5 mile visibility.

NM	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

BELMONT VISUAL RUNWAY 22L

When cleared for the Belmont Visual Approach to Runway 22L, follow the Long Island Expressway westbound until intercepting CRI R-068 at 3000'. Navigate on CRI R-068 till abeam Belmont Race Track at 1600'. Remain east of Belmont Race Track and proceed direct to JFK Runway 22L.

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD wth minimum climb 220' per mile to 300'
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240' per mile to 2400'

*NOTE: To be assigned during the period 2200-0700 local.

N

QUBIS
N47°32.00'
W 67°46.00'

TAFFY
N47°22.40'
W67°18.23'
H-11

EBONY
N44°54.14'
W67°09.39'
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54'-W70°36.81'
L-32, H-11-12

TOPPS
N45°20.41'
W67°44.32'
H-11

ALLEX
N44°25.00'
W67°00.00'
H-11

TUSKY
N43°33.90'
W67°00.00'
H-11

MARTN
N42°34.86'
W73°16.23'
H-10-11-12

WITCH
N42°41.00'
W70°52.77'

BRADD
N43°09.00'
W67°00.00'
H-11

KANNI
N42°38.00'
W67°00.00'
H-11

HARTFORD
114.9 HFD
Chan 96
N41°38.46'-W72°32.86'
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45'
W70°59.37'
L-33-34, H-10-11-12

JUDDS
N41°38.08'
W73°06.34'
L-33-34

WHALE
N42°11.87'
W67°00.00'
H-11

GREKI
N41°28.80'
W73°18.85'
L-33-34, H-10-12

PUTNAM
117.4 PUT
Chan 121
N41°57.33'-W71°50.65'
L-33-34, H-10-11-12

VITOL
N41°47.00'
W67°00.00'
H-11

CANARSIE
112.3 CRI
Chan 70
N40°36.75'
W73°53.67'
L-33-34

Cross JFK R-253
at or above 2500'
maintain 5000'

MERIT
N41°22.92'
W73°08.25'
L-33-34

YAHOO
N41°04.16'
W69°44.77'
H-10

JFK
4.5 DME

R-039

100°

FL 180
083°
(143)

CRI 2 DME

R-253

BETTE
N40°33.55'
W73°00.70'
L-34

NANTUCKET
116.2 ACK
Chan 109
N41°16.91'-W70°01.60'
L-33, H-10-12

DOVEY
N41°07.00'
W67°00.00'
H-10-11

CRI 3 DME

R-223

R-232

HAPIE
N40°23.19'
W72°58.96'
L-34

*GATEWAY
CLIMB

220°

220°

JFK
5

JOBOC
N40°07.00'
W67°00.00'
H-10

BREEZY POINT
CLIMB

BRIDGE
414 OGY
N40°34.09'
W73°52.98'
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97'-W73°46.28'
L-33-34, H-10-12

BRIDGE
CLIMB

CANARSIE
CLIMB

R-176

CRI

NOTE: Chart not to scale.

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
NANTUCKET TRANSITION (BETTE3.ACK): From over BETTE INT to ACK VOR/DME.

BETTE: Via radar vectors to BETTE direct ACK VOR/DME. Expect clearance to filed altitude/flight level ten minutes after departure.

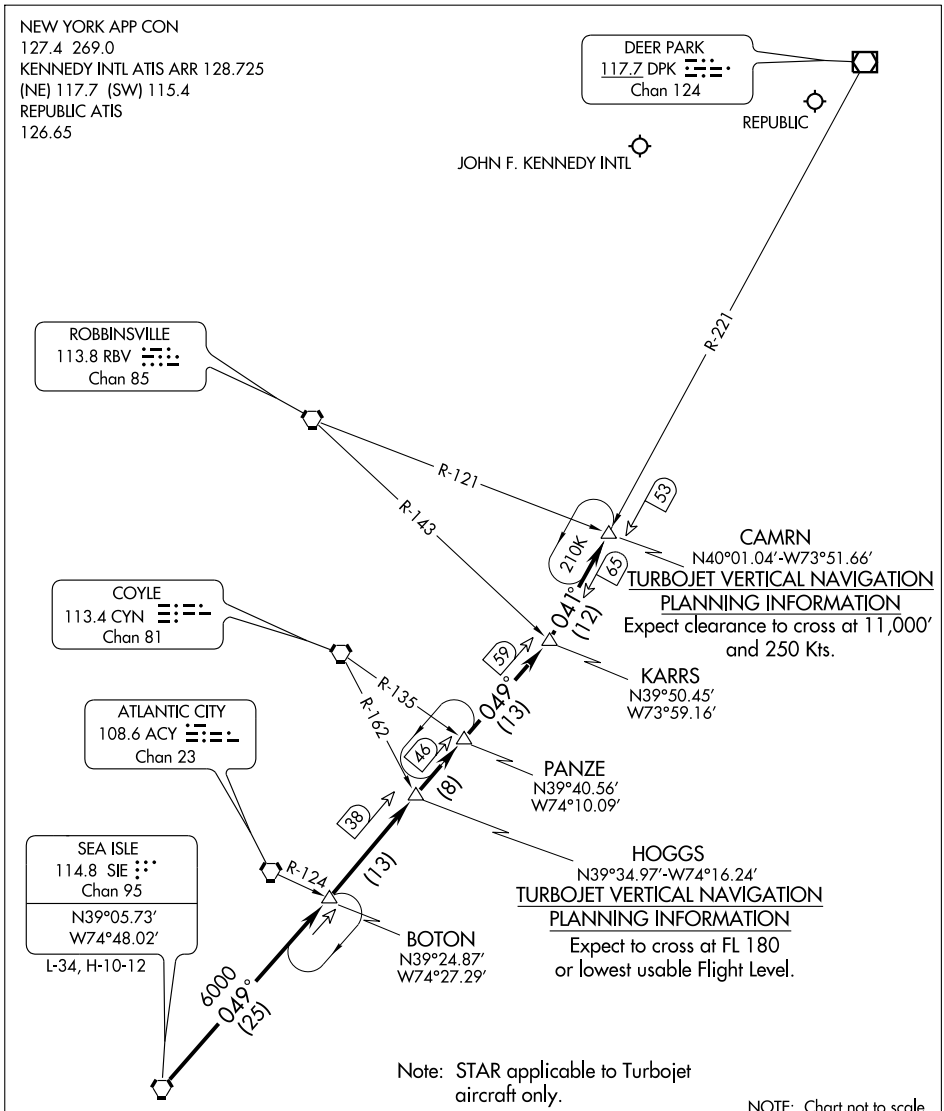
* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerlines. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

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CAMRN FOUR ARRIVAL

NEW YORK, NEW YORK



From over SIE VORTAC via SIE R-049 and DPK R-221 to CAMRN INT. Expect radar vectors to final approach fix in use.

NEW YORK, NEW YORK

AL-610 (FAA)

APP CRS	Rwy Idg	N/A
028°	TDZE	N/A
	Apt Elev	N/A

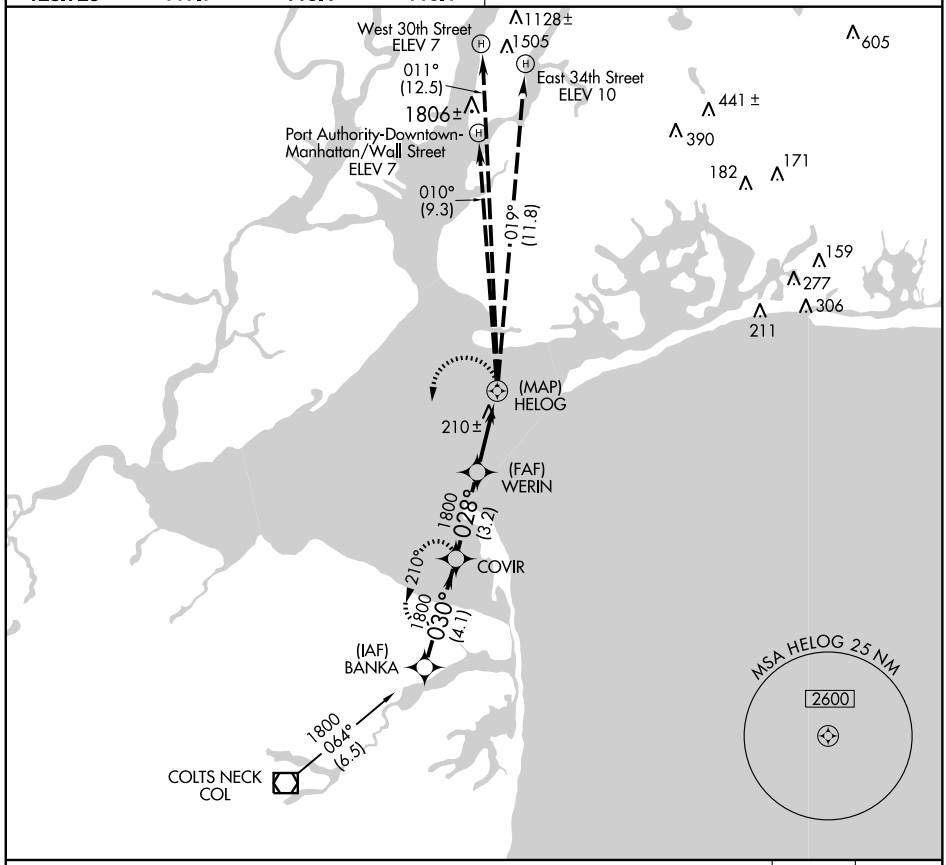
COPTER RNAV (GPS) 028°

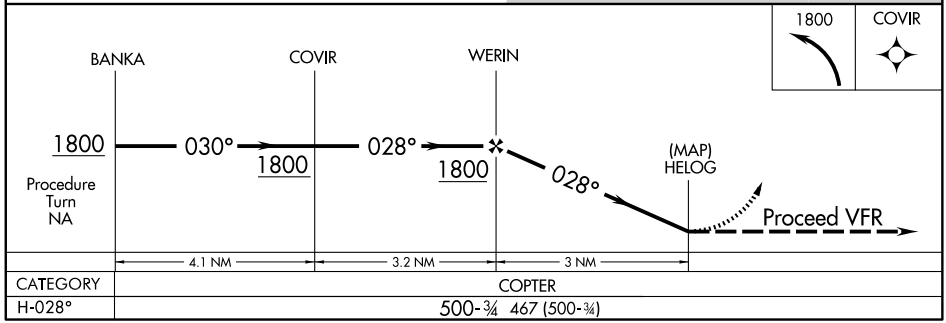
NEW YORK/ JOHN F. KENNEDY INTL (JFK)

NA Proceed VFR from HELOG WP or conduct the specified missed approach. Limit final and missed approach airspeed to 70 KIAS. Use John F. Kennedy Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 1800 direct COVIR WP and hold.

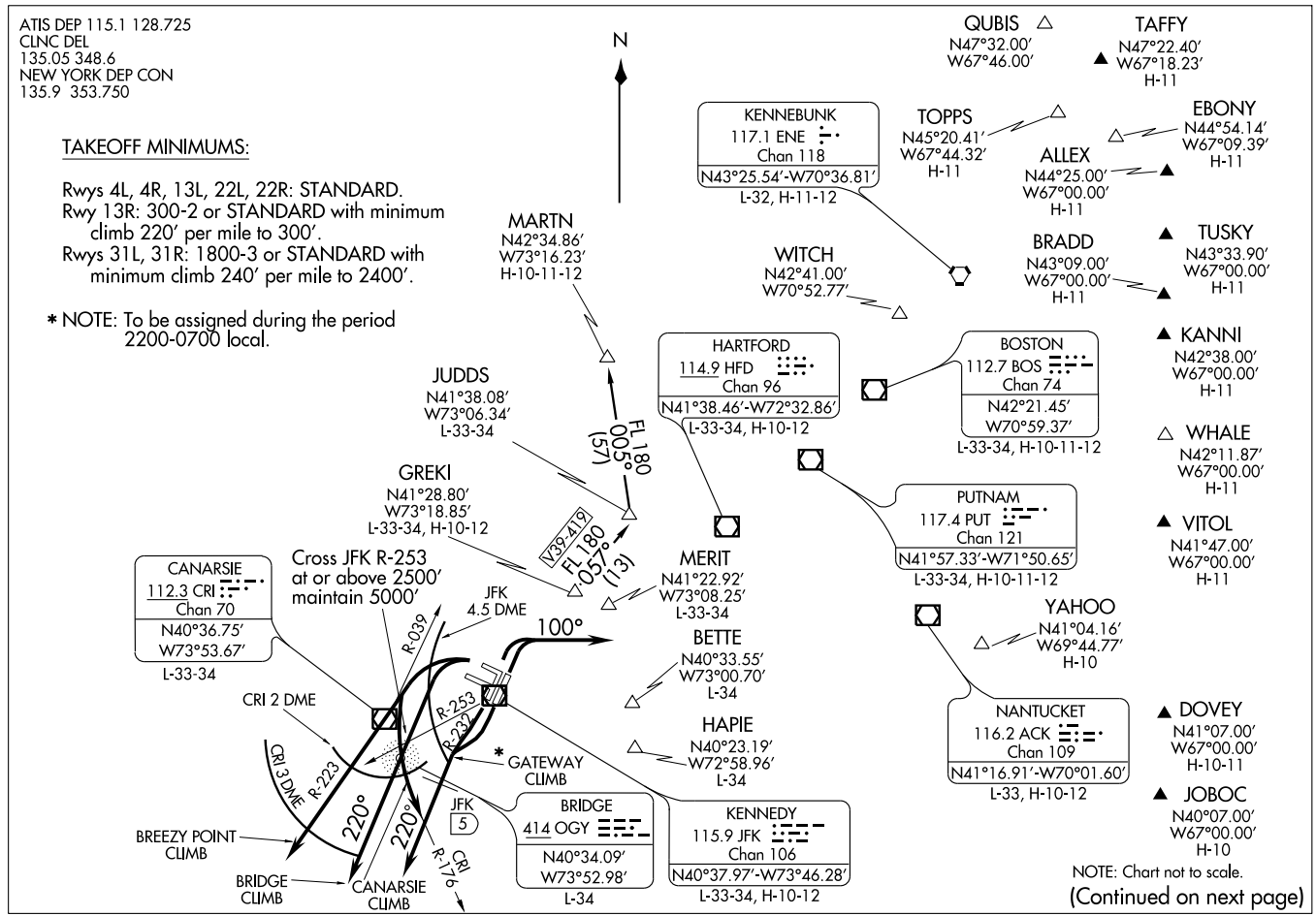
ATIS				NEW YORK APP CON	
ARR	ARR-NE	ARR-SW	DEP		
128.725	117.7	115.4	115.1	127.4	269.0





CATEGORY	COPTER
H-028°	500-¾ 467 (500-¾)

NE-2. 03 JUN 2010 to 01 JUL 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.
* NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00′
W67°46.00′
TAFFY
N47°22.40′
W67°18.23′
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12
TOPPS
N45°20.41′
W67°44.32′
H-11
ALLEX
N44°25.00′
W67°00.00′
H-11
EBONY
N44°54.14′
W67°09.39′
H-11
MARTN
N42°34.86′
W73°16.23′
H-10-11-12
WITCH
N42°41.00′
W70°52.77′
BRADD
N43°09.00′
W67°00.00′
H-11
TUSKY
N43°33.90′
W67°00.00′
H-11
KANNI
N42°38.00′
W67°00.00′
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46′-W72°32.86′
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12
JUDDS
N41°38.08′
W73°06.34′
L-33-34
FL 180
005°
(57)
WHALE
N42°11.87′
W67°00.00′
H-11
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
V39-419
FL 180
057°
(113)
PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12
VITOL
N41°47.00′
W67°00.00′
H-11
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
Cross JFK R-253
at or above 2500′
maintain 5000′
MERIT
N41°22.92′
W73°08.25′
L-33-34
JFK
4.5 DME
R-039
100°
BETTE
N40°33.55′
W73°00.70′
L-34
YAHOO
N41°04.16′
W69°44.77′
H-10
CRI 2 DME
R-253
R-239
HAPIE
N40°23.19′
W72°58.96′
L-34
NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12
DOVEY
N41°07.00′
W67°00.00′
H-10-11
CRI 3 DME
R-223
* GATEWAY CLIMB
JOBOC
N40°07.00′
W67°00.00′
H-10
220°
220°
JFK
5
BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12
BREEZY POINT CLIMB
BRIDGE CLIMB
CANARSIE CLIMB
R-176
CRI
NOTE: Chart not to scale.
(Continued on next page)

GREKI THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

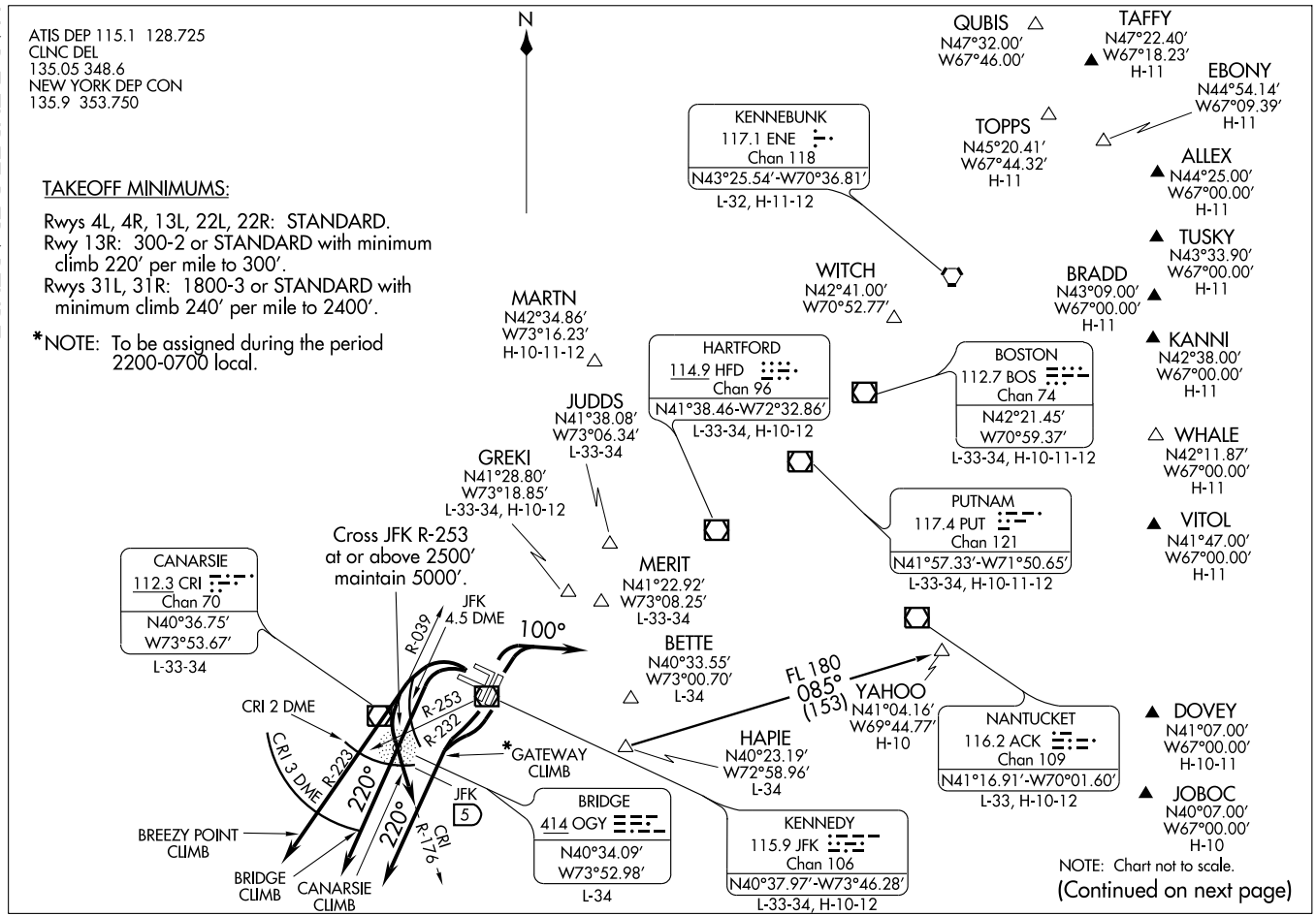
TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet,
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
MARTN TRANSITION (GREKI3.MARTN): From over GREKI INT to JUDDS INT, then to MARTN INT.

GREKI: Via radar vectors to GREKI direct JUDDS direct MARTN. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010


ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750
TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.
*NOTE: To be assigned during the period 2200-0700 local.
N
QUBIS
N47°32.00′
W67°46.00′
TAFFY
N47°22.40′
W67°18.23′
H-11
EBONY
N44°54.14′
W67°09.39′
H-11
KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12
TOPPS
N45°20.41′
W67°44.32′
H-11
ALLEX
N44°25.00′
W67°00.00′
H-11
TUSKY
N43°33.90′
W67°00.00′
H-11
WITCH
N42°41.00′
W70°52.77′
BRADD
N43°09.00′
W67°00.00′
H-11
MARTN
N42°34.86′
W73°16.23′
H-10-11-12
KANNI
N42°38.00′
W67°00.00′
H-11
HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12
BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12
JUDDS
N41°38.08′
W73°06.34′
L-33-34
WHALE
N42°11.87′
W67°00.00′
H-11
GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12
PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12
VITOL
N41°47.00′
W67°00.00′
H-11
Cross JFK R-253
at or above 2500′
maintain 5000′.
CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34
MERIT
N41°22.92′
W73°08.25′
L-33-34
JFK
4.5 DME
R-039
100°
BETTE
N40°33.55′
W73°00.70′
L-34
FL 180
085°
(153)
YAHOO
N41°04.16′
W69°44.77′
H-10
NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12
DOVEY
N41°07.00′
W67°00.00′
H-10-11
CRI 2 DME
R-253
R-232
CRI 3 DME
R-223
220°
*GATEWAY
CLIMB
HAPIE
N40°23.19′
W72°58.96′
L-34
JOBOC
N40°07.00′
W67°00.00′
H-10
JFK
5
BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34
KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12
BREEZY POINT
CLIMB
BRIDGE
CLIMB
CANARSIE
CLIMB
220°
CRI
R-179
NOTE: Chart not to scale.
(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

YAHOO TRANSITION (HAPIE3.YAHOO): From over HAPIE INT to YAHOO INT.

HAPIE: Via radar vectors to HAPIE direct YAHOO INT. Expect clearance to filed altitude/flight level ten minutes after departure.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-TLK	APP CRS	Rwy Idg	9095
111.5	135°	TDZE	13
Chan 52		Apt Elev	13

ILS or LOC RWY 13L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124 R-078 258° 078°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 111.5 I-TLK Chan 52

315° 1128± 1505 R-209 R-193 605 441± 1806± 1500 135° (1.5) 390 TELEX INT I-TLK 7.7 182 171 CAXUN INT I-TLK 6.1 10 NM 277 159 211 306

KENNEDY 115.9 JFK Chan 106

MSA JFK 25 NM 180° 2800 090° 2000

RADAR REQUIRED

ELEV 13 D

135° 4.4 NM from FAF

172 TDZE 13 108 80 66 99 131 197 338 158 22L 22R 13L 31R 4L 4R 14572 X 150 8400 X 200 11351 X 150

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

VGSI and ILS glidepath not coincident.

600 4000 DPK

TELEX INT I-TLK 7.7 CAXUN INT I-TLK 6.1 1500 1800 135° I-TLK 3.6 I-TLK 1.7 GS 3.00° TCH 58 1500

1.5 NM 2.5 NM 1.9 NM

CATEGORY	A	B	C	D
S-ILS 13L	218/18 205 (300-½)			
S-LOC 13L	680/24 667 (700-½)		680/60 667 (700-1¼)	680-1½ 667 (700-1½)
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

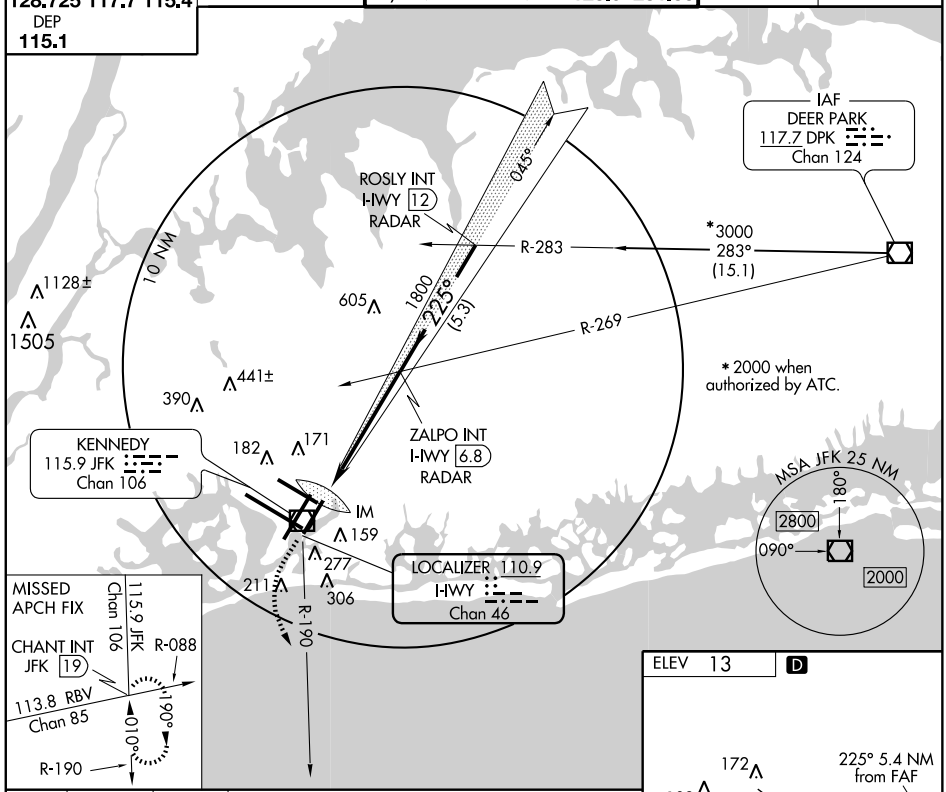
ILS or LOC RWY 22L

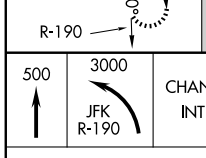
NEW YORK / JOHN F. KENNEDY INTL (JFK)

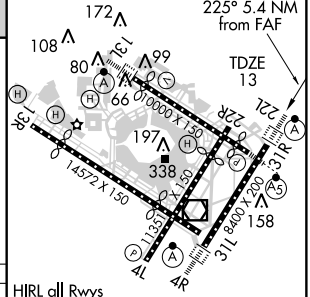
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				







CATEGORY	A	B	C	D
S-ILS 22L	213/18 200 (200-½)			
S-LOC 22L	460/24 447 (500-½)		460/40 447 (500-¾)	460/50 447 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-MOH	APP CRS	Rwy Idg	11248
111.35	315°	TDZE	13
		Apt Elev	13

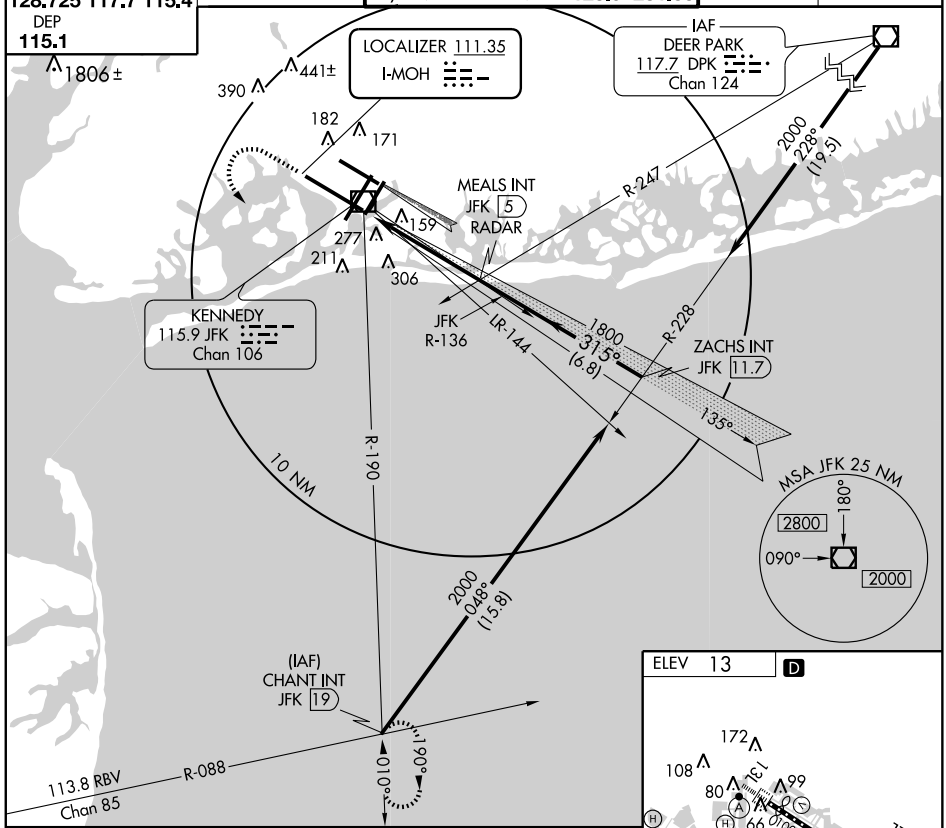
ILS or LOC RWY 31L

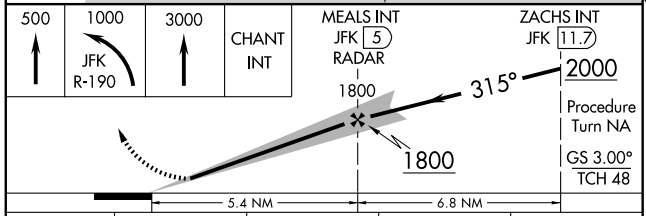
NEW YORK / JOHN F. KENNEDY INTL (JFK)

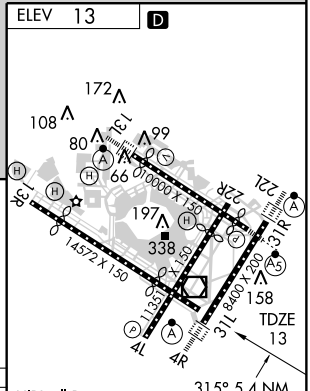
Simultaneous approach authorized with Rwy 31R.
DME from JFK VOR/DME.
LOC procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 500 then climbing left turn to 1000 until intercepting JFK R-190, then climb to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 31L		213/40	200 (200-¾)	
S-LOC 31L	440/50	427 (500-1)	440/60 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RTH	APP CRS	Rwy Idg	8970
111.5	315°	TDZE	13
Chan 52		Apt Elev	13

ILS or LOC RWY 31R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

Simultaneous approach authorized with Rwy 31L. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2000 direct CRI VOR/DME then climb to 4000 via CRI VOR/DME R-225 to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

RADAR REQUIRED

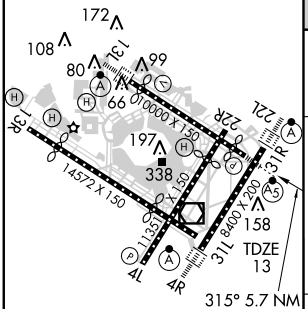
MISSED APCH FIX
R-010
190°
010°
COLTS NECK
115.4 COL
Chan 101

DEER PARK
117.7 DPK
Chan 124

605
10 NM
441±
390
LOCALIZER 111.5
I-RTH
Chan 52
182
171
134
159
211
277
306
ZULAB INT
I-RTH 5.3
RADAR
R-246
R-236
R-228
1900
315°
(3.7)
315°
(2.6)
3000*
*2000 when authorized by ATC.
135°
KENNEDY
115.9 JFK
Chan 106
CANARSIE
112.3 CRI
Chan 70
R-225
MALDE INT
I-RTH 9
(IF)
CATOD INT
I-RTH 11.6
MSA JFK 25 NM
180°
2800
090°
2000

ALTERNATE MISSED APCH FIX
115.9 JFK
Chan 52
113.8 RBV
R-088
Chan 85
190°
010°
CHANT INT
JFK 19
R-190

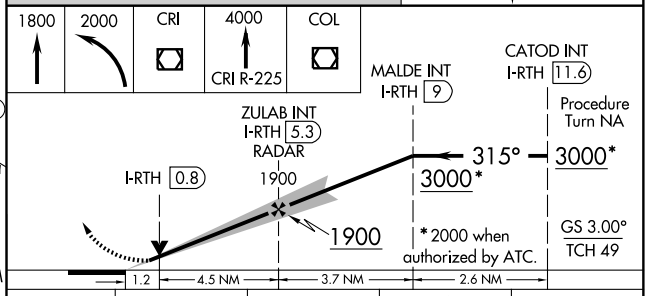
ELEV 13 D



315° 5.7 NM from FAF

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31R	213/18 200 (200-½)			
S-LOC 31R	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-HIQ	APP CRS	Rwy Idg 11351
110.9	045°	TDZE 12
Chan 46		Apt Elev 13

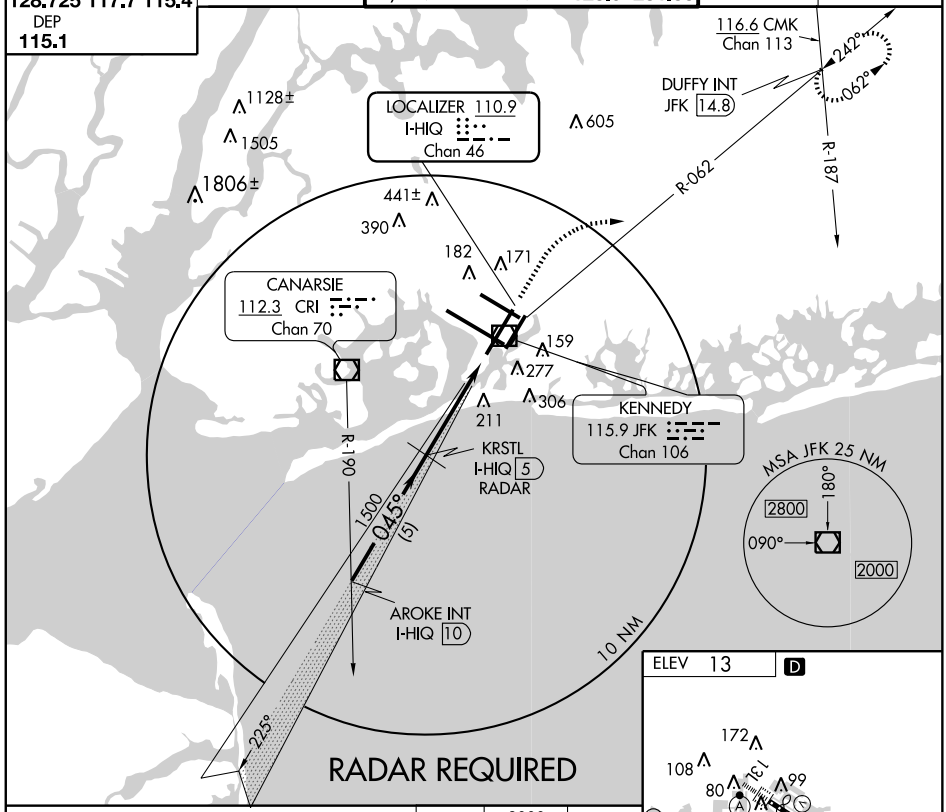
ILS RWY 4L

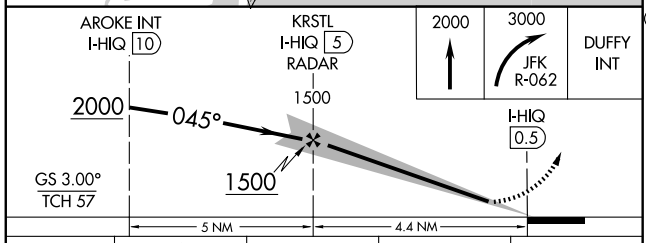
NEW YORK / JOHN F. KENNEDY INTL (JFK)

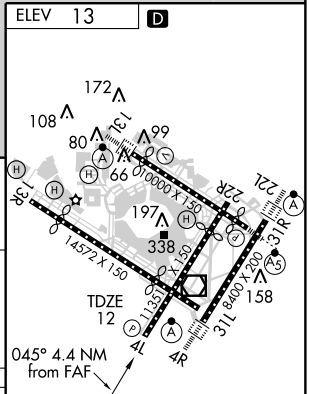
Radar or DME Required for S-LOC 4L.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-ILS 4L	212/40 200 (200-¾)			
S-LOC 4L	400/50 388 (400-1)			400/60 388 (400-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JFK	APP CRS	Rwy Idg	8400
109.5	045°	TDZE	13
Chan 32		Apt Elev	13

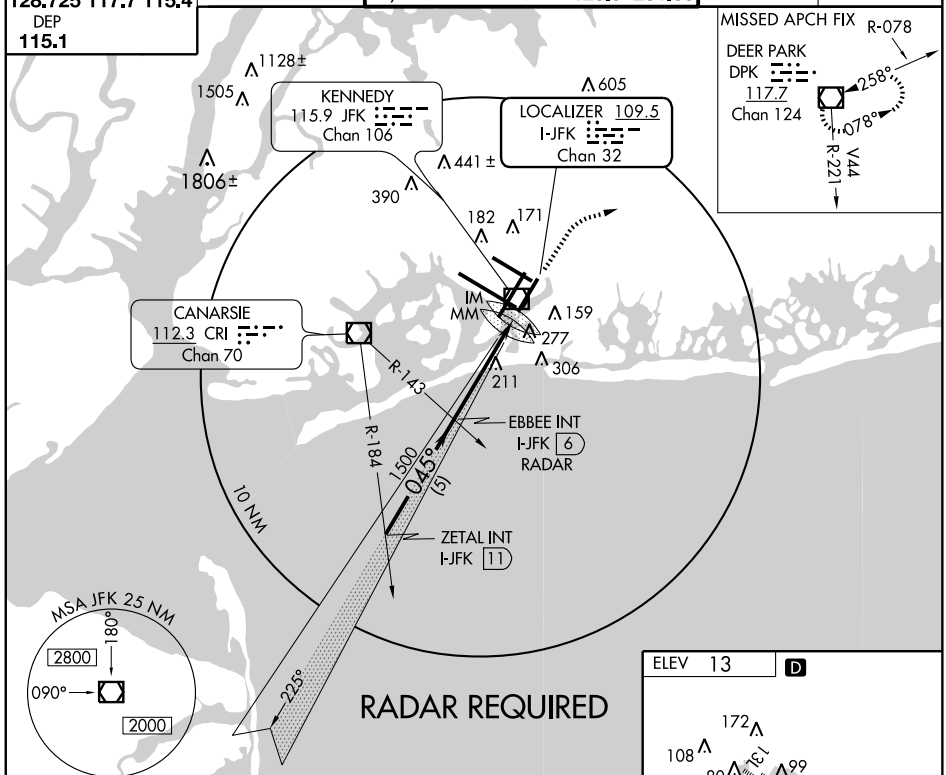
ILS RWY 4R

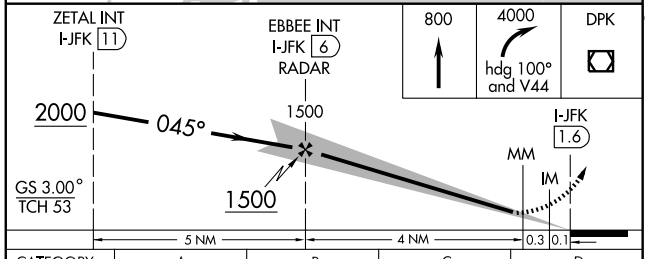
NEW YORK / JOHN F. KENNEDY INTL (JFK)

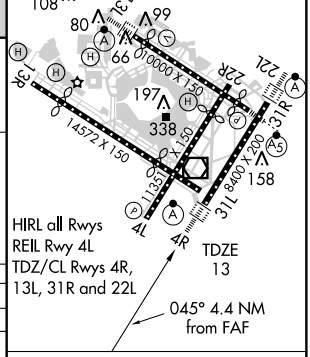
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4 269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
128.725	117.7	115.4		Rwys 4L/22R and 13R/31L	123.9 281.55		
DEP 115.1							







CATEGORY	A	B	C	D
S-ILS 4R	213/18		200 (200-½)	
S-LOC 4R	540/24	527 (600-½)	540/50 527 (600-1)	540/60 527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5 Chan 32	045°	TDZE 13
		Apt Elev 13

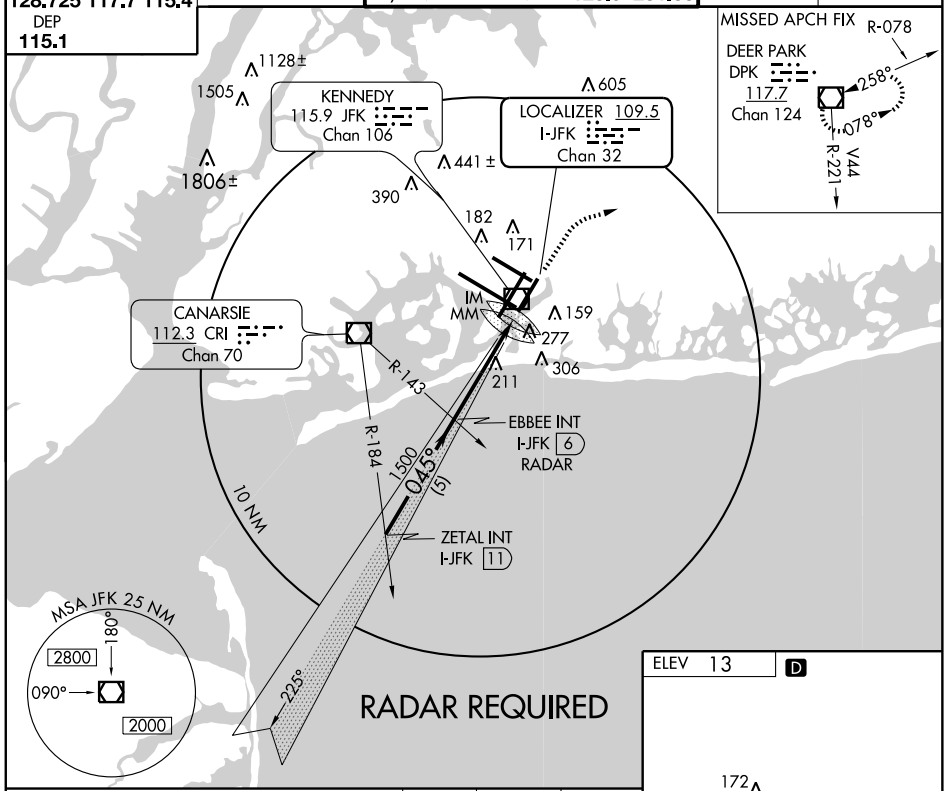
ILS RWY 4R (CAT II)

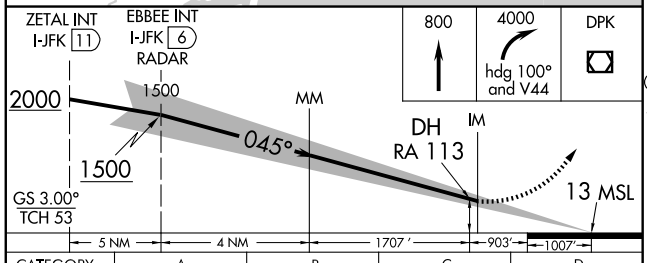
NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP 115.1		Rwys 4L/22R and 13R/31L 123.9 281.55		

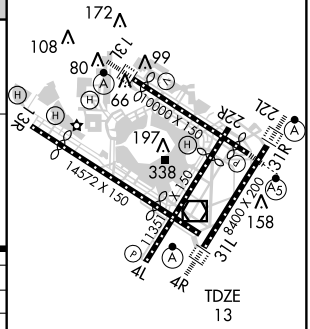




CATEGORY	A	B	C	D
S-ILS 4R	RA 113/12	100 DA 113		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 03 JUN 2010 to 01 JUL 2010

NEW YORK, NEW YORK

AL-610 (FAA)

LOC/DME I-JFK	APP CRS	Rwy Idg 8400
109.5	045°	TDZE 13
Chan 32		Apt Elev 13

ILS RWY 4R (CAT III)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9 281.55		
DEP 115.1								

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078° V44 R-221

1128± 1505 605 1806± 441 ± 390 182 171

KENNEDY 115.9 JFK Chan 106

LOCALIZER 109.5 I-JFK Chan 32

CANARSIE 112.3 CRI Chan 70

IM MM 159 277 306 211

R-143 R-184 1500 045° 15

EBBEE INT I-JFK 6 RADAR

ZETAL INT I-JFK 11

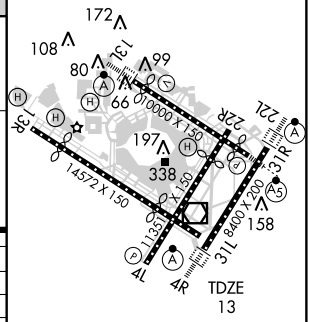
10 NM

MSA JFK 25 NM 180° 2800 090° 2000

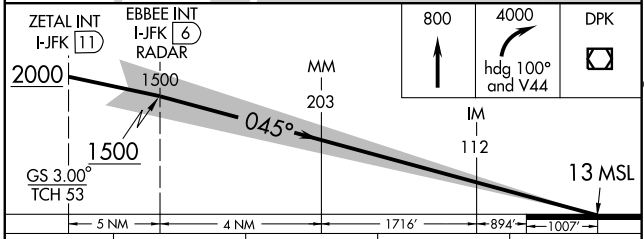
225°

RADAR REQUIRED

ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
S-ILS 4R		CAT IIIa	RVR 07	
S-ILS 4R		CAT IIIb	RVR 06	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-TLK	APP CRS	Rwy Idg 9095
111.5	135°	TDZE 13
Chan 52		Apt Elev 13

ILS RWY 13L (CAT II)

NEW YORK / JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 direct to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

MISSED APCH FIX

DEER PARK DPK 117.7 Chan 124

R-078 258° 078°

LA GUARDIA 113.1 LGA Chan 78

LOCALIZER 111.5 I-TLK Chan 52

315° 135°

1128± 1505 1806± 605 441± 390 182 171 277 159 211 306

R-209 R-193 1500 (1.5)

TELEX INT I-TLK 7.7

CAXUN INT I-TLK 6.1

10 NM

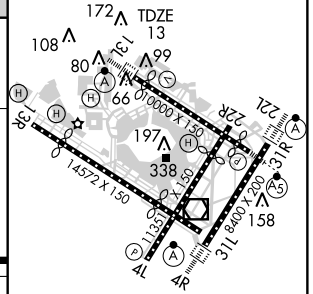
KENNEDY 115.9 JFK Chan 106

MSA JFK 25 NM 180° 2800 090° 2000

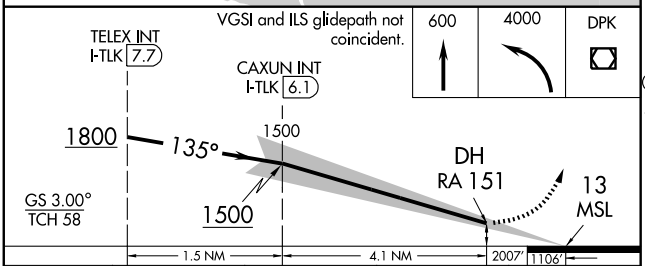
RADAR REQUIRED

NOTE: 99′ hangar abeam Rwy threshold 855′ left of Rwy centerline.
NOTE: 18′ fence abeam Rwy threshold 526′ right of Rwy centerline.
NOTE: 43′ light 691′ after Rwy threshold 691′ right of Rwy centerline, NW taxiway B/U/V intersection.
NOTE: 58′ antenna and building 1530′ after Rwy threshold 806′ left of Rwy centerline.
NOTE: 88′ hangar 4192′ after Rwy threshold 990′ left of Rwy centerline.

ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
S-ILS 13L	RA 151/16 150 DA 163			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 03 JUN 2010 to 01 JUL 2010

NEW YORK, NEW YORK

AL-610 (FAA)

ILS RWY 22L (CAT II)

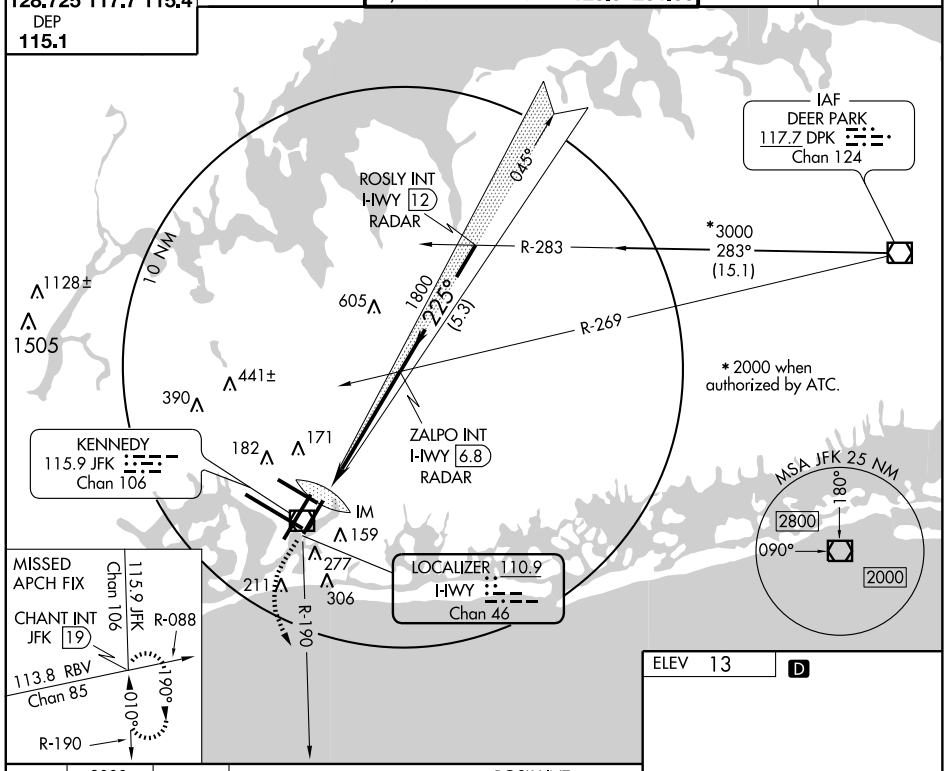
NEW YORK / JOHN F. KENNEDY INTL (JFK)

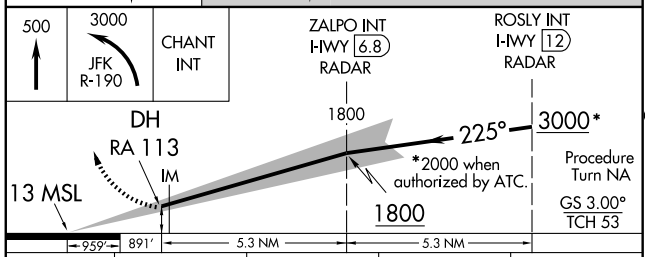
LOC/DME I-IWY	APP CRS	Rwy Idg	8400
110.9	225°	TDZE	13
Chan 46		Apt Elev	13

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

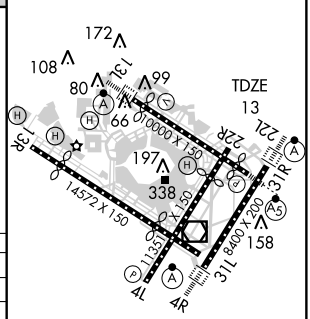
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
S-ILS 22L	RA 113/12	100	DA 113	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 03 JUN 2010 to 01 JUL 2010

NEW YORK, NEW YORK

AL-610 (FAA)

LOC/DME I-IWY	APP CRS	Rwy Idg 8400
110.9	225°	TDZE 13
Chan 46		Apt Elev 13

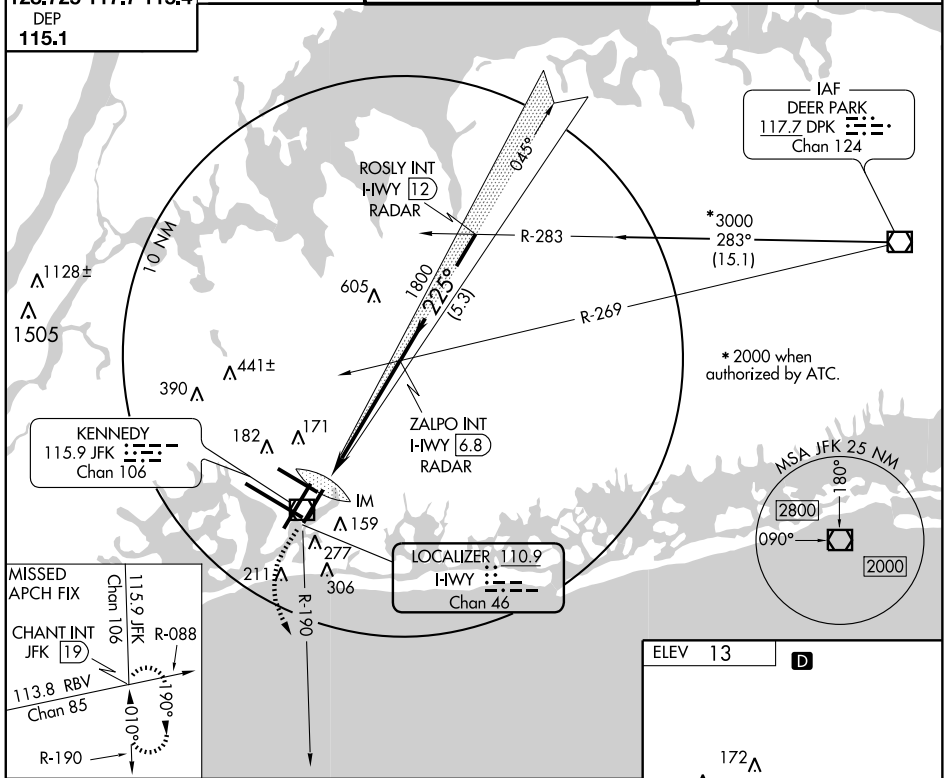
ILS RWY 22L (CAT III)

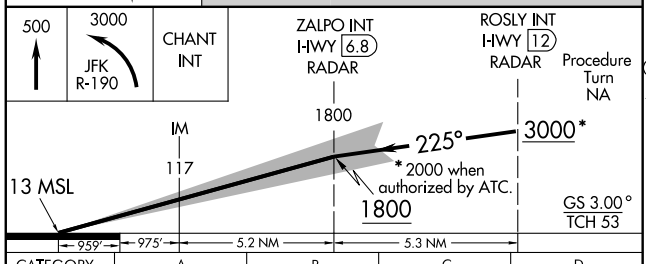
NEW YORK/JOHN F. KENNEDY INTL (JFK)

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

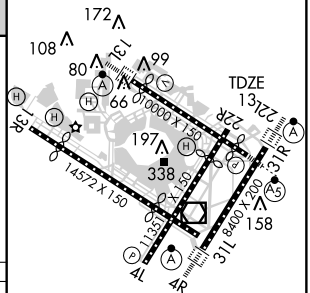




CATEGORY	A	B	C	D
S-ILS 22L	CAT IIIa	RVR 07		
S-ILS 22L	CAT IIIb	RVR 06		
S-ILS 22L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JOC	APP CRS	Rwy Idg 8655
109.5	222°	TDZE 13
Chan 32		Apt Elev 13

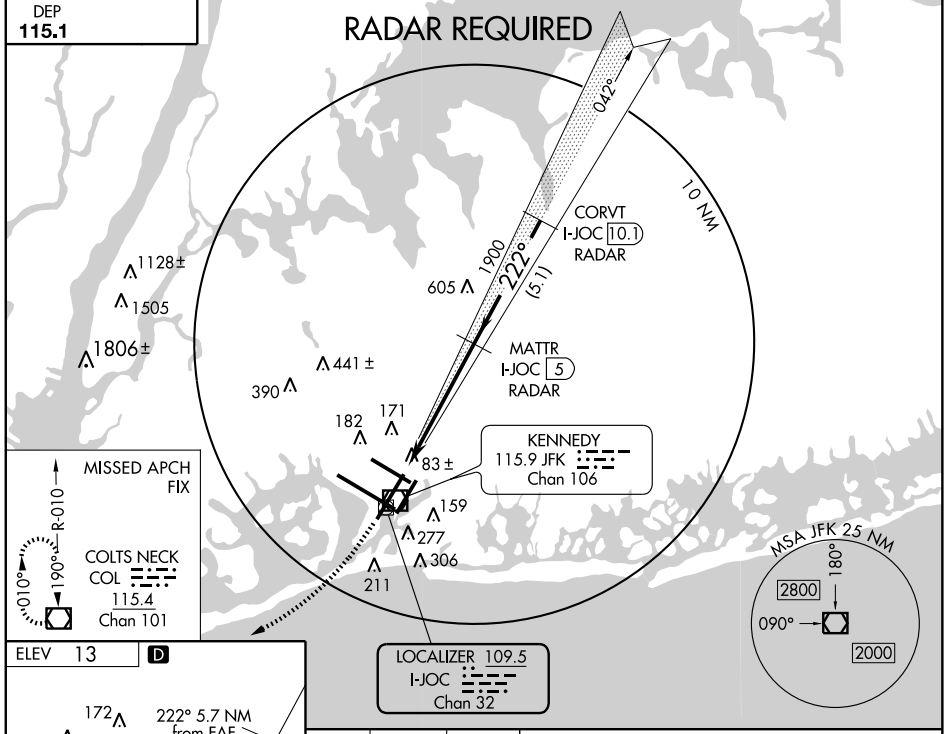
ILS RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

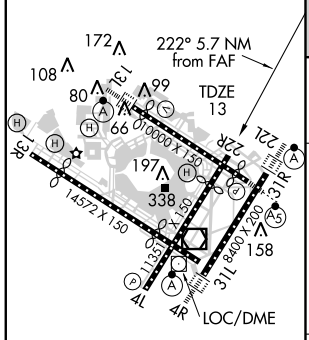
MISSED APPROACH: Climb to 700 then climbing right turn to 4000 direct COL VOR/DME and hold.

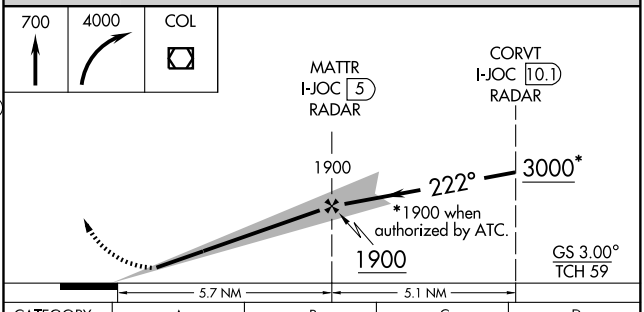
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				

RADAR REQUIRED



ELEV 13 D





HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

FAF to MAP 5.7 NM

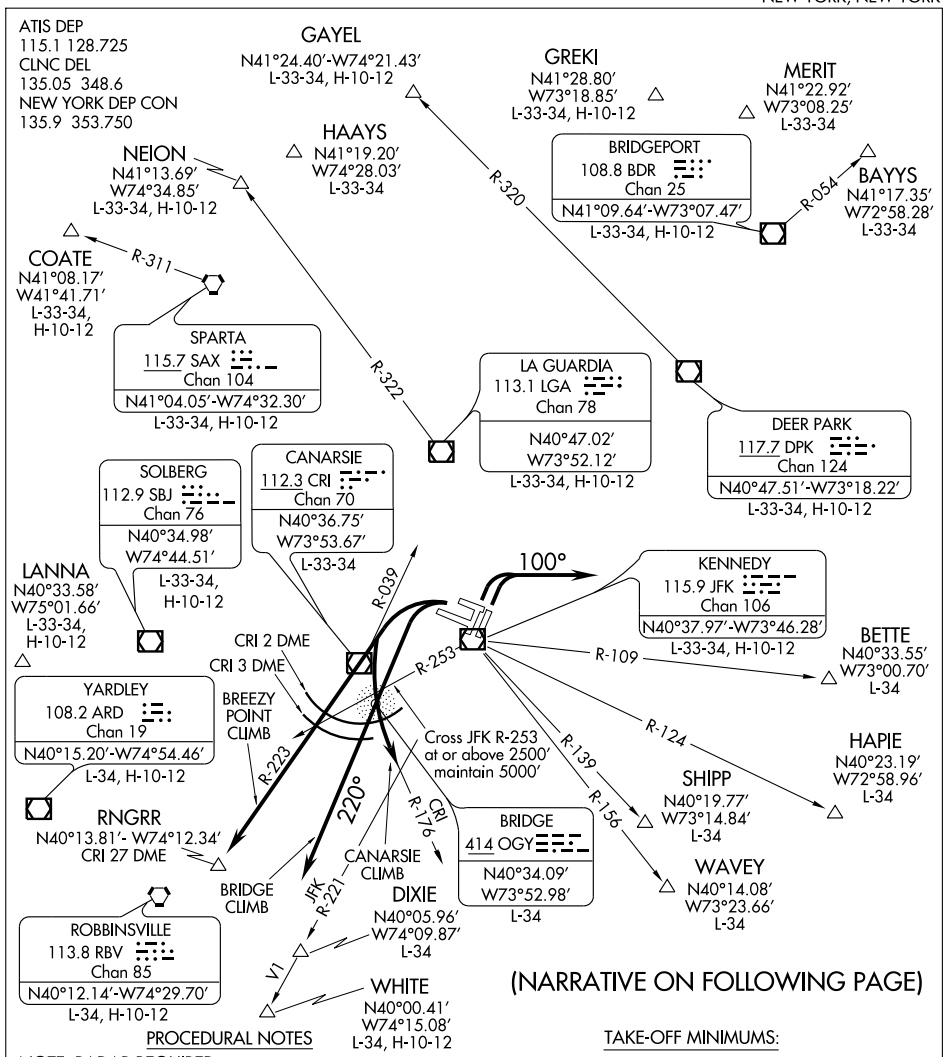
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 22R	263/40 250 (300-¾)			
S-LOC 22R	460/50 447 (500-1)		460/60 447 (500-1¼)	460-1½ 447 (500-1½)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

KENNEDY ONE DEPARTURE

SL-610 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

PROCEDURAL NOTES

NOTE: RADAR REQUIRED.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.

NOTE: BETTE departures expect vectors to JFK R-109.

NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.

NOTE: DIXIE departures expect vectors to JFK R-221.

NOTE: HAPIE departures expect vectors to JFK R-124.

NOTE: RBV departures expect vectors to RBV after RNGRR.

NOTE: SHIPP departures expect vectors to JFK R-139.

NOTE: WAVEY departures expect vectors to JFK R-156.

NOTE: WHITE departures expect vectors to V1.

TAKE-OFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R, 31R: STANDARD.

Rwy 13R: 300-1½ or STANDARD with minimum climb of 250′ per NM to 300′.

Rwy 31L, all climbs: STANDARD with minimum obstacle climb of 210′ per NM to 2000′, ATC Climb Gradients: BREEZY POINT CLIMB, 343′ per NM to 2500′, BRIDGE CLIMB, 534′ per NM to 2500′, CANARSIE CLIMB, 440′ per NM to 2500′.

Rwy 31R, ATC Climb Gradients: BREEZY POINT CLIMB, 287′ per NM to 2500′, BRIDGE CLIMB, 431′ per NM to 2500′, CANARSIE CLIMB, 357′ per NM to 2500′.

NOTE: Chart not to scale.

NE-2, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Climbing right turn to 5,000 feet via heading 100°, Thence....
TAKE-OFF RUNWAYS 13L/R: Climb via assigned heading, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 22L/R: Climb heading 225°, maintain 5,000 feet, Thence....
GATEWAY CLIMB*: Intercept the JFK VOR/DME R-232 southwest bound until 5 DME, then turn left heading 220°, maintain 5,000 feet, Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-223 to RNGRR/CRI 27 DME. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
BRIDGE CLIMB**: Climbing left turn direct OGY NDB, then via heading 220°, make turn east of CRI R-039. Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
CANARSIE CLIMB: Climbing left turn direct CRI VOR/DME, make turn east of CRI R-039, then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet, Thence....
IDLEWILD CLIMB***: Climbing right turn to 2000 feet via heading 090°, remain within JFK 2.5 DME ****, Thence....
....Via vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

* To be assigned during the period 2200-0700 local.
** ADF Required.
*** To be assigned by ATC to NON-TURBOJET AIRCRAFT.
**** If unable to remain within JFK 2.5 DME, advise ATC.

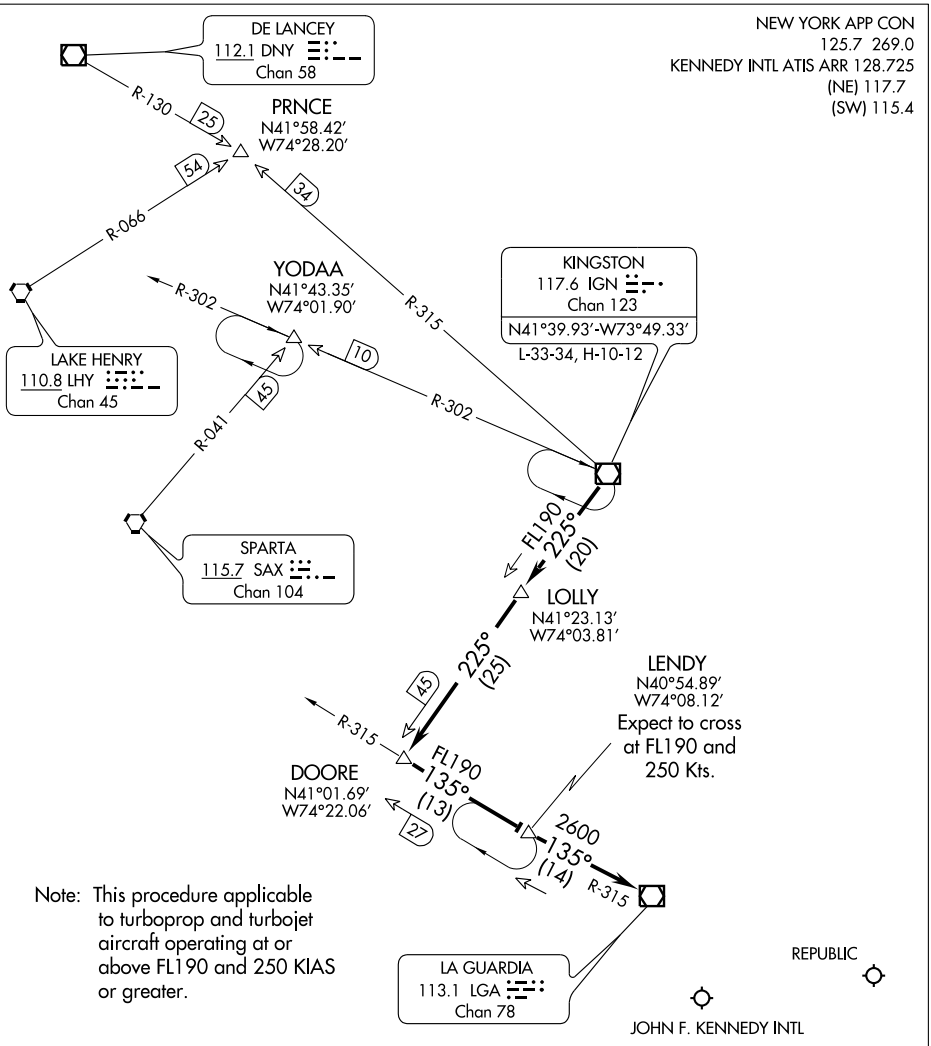
TAKE-OFF OBSTACLES:

Rwy 4L: Taxiing Aircraft 691' from DER, 390' left or right of rwy centerline, 64' AGL/77' MSL. Cross DER at or above 35' AGL/47' MSL. Tree 1824' from DER, 180' right of rwy centerline, 63' AGL/79' MSL. Tree 1847' from DER, 88' left of rwy centerline, 54' AGL/67' MSL. Multiple Obstruction Lights on Fence beginning 249' from DER, 316' left of rwy centerline, 10' AGL/22' MSL.
Rwy 4R: Multiple Trees beginning 1294' from DER, 687' left of rwy centerline, up to 63' AGL/76' MSL. Tree 524' from DER, 613' right of rwy centerline, 20' AGL/33' MSL.
Rwy 13L: Elec Equipment 106' from DER, 416' left of rwy centerline, 10' AGL/17' MSL. Obstruction Light on GS Antenna 1046' from DER, 141' left of rwy centerline, 27' AGL/40' MSL.
Rwy 13R: Obstruction light on tank 1.12 NM from DER, 2116' right of rwy centerline, 215' AGL/227' MSL. Obstruction light on GS antenna 361' from DER, 405' left of rwy centerline, 32' AGL/45' MSL. Obstruction light on fence 98' from DER, 6' right of rwy centerline, 10' AGL/24' MSL. Tower 4690' from DER, 1386' right of rwy centerline, 127' AGL/140' MSL.
Rwy 31L: Tree 2076' from DER, 436' left of rwy centerline, 79' AGL/91' MSL. Bush 257' from DER, 530' left of rwy centerline, 13' AGL/25' MSL.
Rwy 31R: Tree 752' from DER, 654' left of rwy centerline, 39' AGL/ 52' MSL. Tree 561' from DER, 646' right of rwy centerline, 30' AGL/43' MSL. Multiple light poles beginning 1442' from DER, 336' left of rwy centerline, up to 44' AGL/67' MSL. Vehicle on road 281' from DER, 501' left of rwy centerline, 15' AGL/26' MSL. Multiple obstruction lights on poles and fence beginning 365' from DER, 15' left of rwy centerline, up to 17' AGL/31' MSL. Obstruction light on pole 625' from DER, 359' right of rwy centerline, 28' AGL/31' MSL. Approach light 190' from DER, 8' right of rwy centerline, 5' AGL/18' MSL. Fence 410' from DER, 352' right of rwy centerline, 10' AGL/23' MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010

KINGSTON EIGHT ARRIVAL

NEW YORK, NEW YORK



DME REQUIRED

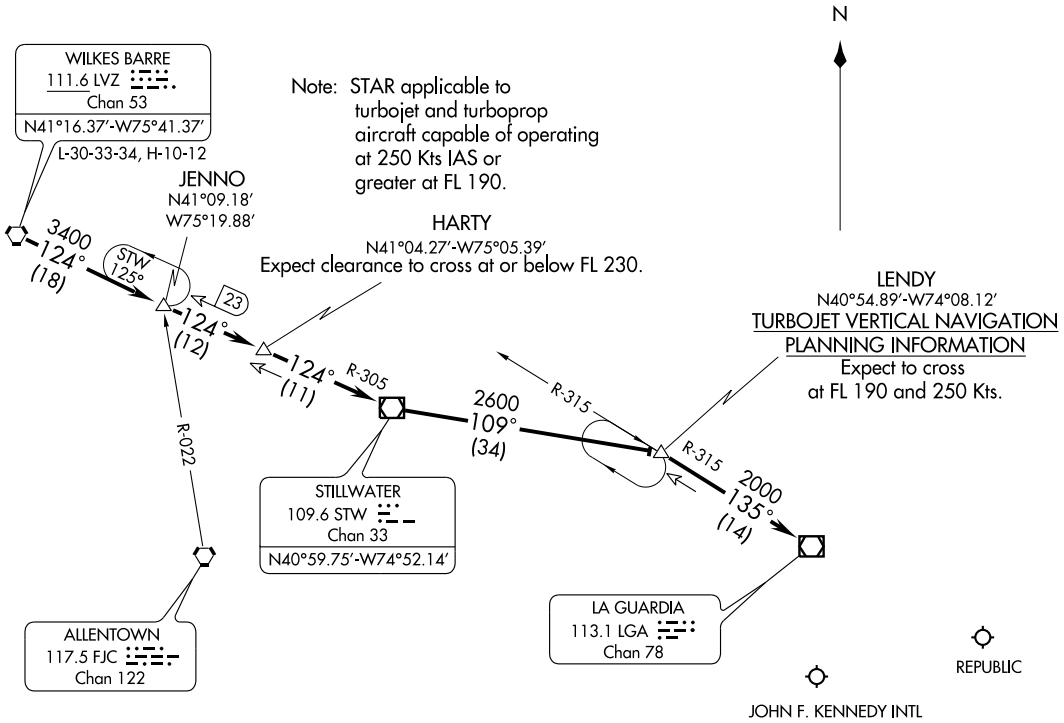
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From over IGN VOR/DME via IGN R-225 to DOORE INT (MEA FL190), then via LGA R-315 to LENDY/14 DME (MEA FL190), then via LGA R-315 to LGA VOR/DME (MEA 2600). Expect radar vectors to final approach course after LGA VOR/DME.

NEW YORK APP CON
127.4 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7 (SW) 115.4
REPUBLIC ATIS
126.65

LENDY FIVE ARRIVAL (LVZ.LENDY5) 09295



From over LVZ VORTAC via LVZ R-124 and STW R-305 to STW VOR/DME, then from STW VOR/DME via STW R-109 to LENDY INT via LGA R-315 to LGA VOR/DME. Expect radar vectors to final approach course after LGA VOR/DME.

NOTE: Chart not to scale.

SI-610 (FAA)

NEW YORK, NEW YORK

MERIT THREE DEPARTURE

ATIS DEP 115.1 128.725
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.750

N

TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

*NOTE: To be assigned during the period 2200-0700 local.

QUBIS
N47°32.00′
W67°46.00′

TAFFY
N47°22.40′
W67°18.23′
H-11

EBONY
N44°54.14′
W67°09.39′
H-11

TOPPS
N45°20.41′
W67°44.32′
H-11

ALLEX
N44°25.00′
W67°00.00′
H-11

TUSKY
N43°33.90′
W67°00.00′
H-11

BRADD
N43°09.00′
W67°00.00′
H-11

KANNI
N42°38.00′
W67°00.00′
H-11

WHALE
N42°11.87′
W67°00.00′
H-11

VITOL
N41°47.00′
W67°00.00′
H-11

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

WITCH
N42°41.00′
W70°52.77′

MARTN
N42°34.86′
W73°16.23′
H-10-11-12

HARTFORD
114.9 HFD
Chan 96
N41°38.46-W72°32.86′
L-33-34, H-10-12

BOSTON
112.7 BOS
Chan 74
N42°21.45′
W70°59.37′
L-33-34, H-10-11-12

JUDDS
N41°38.08′
W73°06.34′
L-33-34

GREKI
N41°28.80′
W73°18.85′
L-33-34, H-10-12

J42
071°
(37)

PUTNAM
117.4 PUT
Chan 121
N41°57.33′-W71°50.65′
L-33-34, H-10-11-12

FL 180
072°
(31)

Cross JFK R-253 at or above 2500′ maintain 5000′.

CANARSIE
112.3 CRI
Chan 70
N40°36.75′
W73°53.67′
L-33-34

JFK
4.5 DME

R-039

100°

MERIT
N41°22.92′
W73°08.25′
L-33-34

BETTE
N40°33.55′
W73°00.70′
L-34

YAHOO
N41°04.16′
W69°44.77′
H-10

NANTUCKET
116.2 ACK
Chan 109
N41°16.91′-W70°01.60′
L-33, H-10-12

DOVEY
N41°07.00′
W67°00.00′
H-10-11

JOBOC
N40°07.00′
W67°00.00′
H-10

CRI 2 DME

R-253

R-232

CRI 3 DME

R-223

220°

220°

* GATEWAY CLIMB

HAPIE
N40°23.19′
W72°58.96′
L-34

JFK
5

BREEZY POINT CLIMB

BRIDGE CLIMB

CANARSIE CLIMB

CRI R-176

BRIDGE
414 OGY
N40°34.09′
W73°52.98′
L-34

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′
L-33-34, H-10-12

NOTE: Chart not to scale.

(Continued on next page)

MERIT THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet.
TAKE-OFF RUNWAYS 22L/R: Climb runway heading, maintain 5,000 feet.
* GATEWAY CLIMB: Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet.
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME). Cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet.
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 NM DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet.

PUTNAM TRANSITION (MERIT3.PUT): From over MERIT INT to HFD VOR/DME, then to PUT VOR/DME.

MERIT: Via radar vectors to MERIT direct HFD direct PUT. Expect clearance to filed altitude/flight level ten minutes after departure.
MERIT THREE: After PUT expect the following routes; aircraft proceeding:

1. TOPPS/EBONY - Expect direct.
2. ALLEX - Expect direct WITCH direct.
3. TUSKY and South - Expect direct BOS direct.

* NOTE: To be assigned during the period 2200-0700 local.
NOTE: RNAV equipped aircraft only.
NOTE: North American Route (NAR) aircraft only.

NOTE: Rwy 4L, 64′ AGL taxiing aircraft 691′ from departure end of rwy, 390′ left or right of rwy centerline. Cross DER at or above 35′ AGL/47′ MSL.
Rwy 4R, cross DER at or above 21′ AGL/33′ MSL.
Rwy 13L, cross DER at or above 3′ AGL/15′ MSL.
Rwys 13R, 31L, 31R cross DER at or above 35′ AGL/47′ MSL.

NE-2, 03 JUN 2010 to 01 JUL 2010

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.PARCH1)
PLYMM TRANSITION (PLYMM.PARCH1)
SANDY POINT TRANSITION (SEY.PARCH1)

From PARCH via 266° track to CCC VOR/DME. Then via 230° track to ROBER. Thence . . .

. . . . LDG Rwy 4R/L, Rwy 13R/L, Rwy 31R/L: From ROBER via 279° track to JFK VOR/DME, expect radar vectors to final approach course.

. . . . LDG Rwy 22R/L: From ROBER via 284° track to CRAIL. Then via 303° track to CAPIT, expect radar vectors to final approach course.

. . . . LDG Republic (KFRG) Airport: Approaching ROBER expect radar vectors to final approach course.

KENNEBUNK
ENE
224°
044°
17000
*2000
214°
(39)
ASPEN
*2500
214°
(69)
TOPPS
TAFFY
EBONY
ALLEX
TUSKY
BRADD
KANNI
WHALE
VITOL
DOVEY
SAILE
FRILL
081°
261°
SHANK
17000
*1800
261°
(49)
PLYMM
057°
237°
3000
*2100
234°
(34)
PROVIDENCE
PVD
TRAIT
Expect clearance to cross
TRAIT at FL240.
*1400
234°
(14)
PARCH
CALVERTON
CCC
Expect clearance to cross
CCC VOR/DME at 12000'
and 250 KIAS.
2300
266°
(32)
3000
*1500
275°
(25)
SANDY POINT
SEY
085°
1900
230°
(18)
CAPIT
JOHN F.
KENNEDY
INTL
REPUBLIC
1700
303°
(14)
CRAIL
(14)
1700
284°
ERICK
279°
1500
(34)
KENNEDY
JFK
ROBER
Expect clearance to cross
ROBER at 9000'.
N

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity Southeast of CCC VOR/DME at and below 13,500 feet (SR-SS).
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.

NOTE: Chart not to scale.

PARCH ONE ARRIVAL (RNAV)

(PARCH.PARCH1) 10042

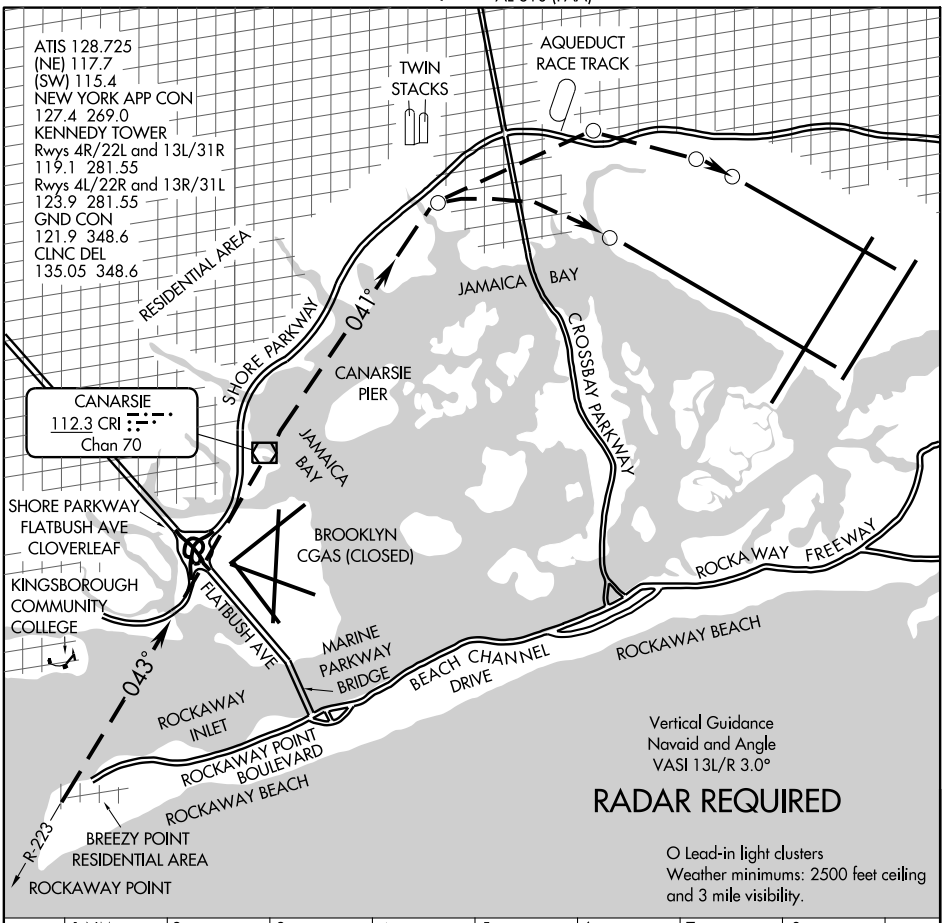
ST-610 (FAA)

NEW YORK, NEW YORK

Orig 09015

PARKWAY VISUAL RWY 13L/R

NEW YORK/ JOHN F. KENNEDY INTL (JFK)
NEW YORK, NEW YORK
AL-610 (FAA)



PARKWAY VISUAL RUNWAY 13L/R

When cleared for Parkway Visual to Runway 13L/R maintian at or above 2000' until abeam Rockaway Point. Remain west of Rockaway Point, thence east of Kingsborough Community College. Remain east of the Shore Parkway. Cross Brooklyn Coast Guard Air Station at or above 1500'. Remain east of the Shore Parkway until Canarsie Pier.

Runway 13R continue descent between the Canarsie Pier and Twin Stacks.
Runway 13L continue descent after passing the Twin Stacks.

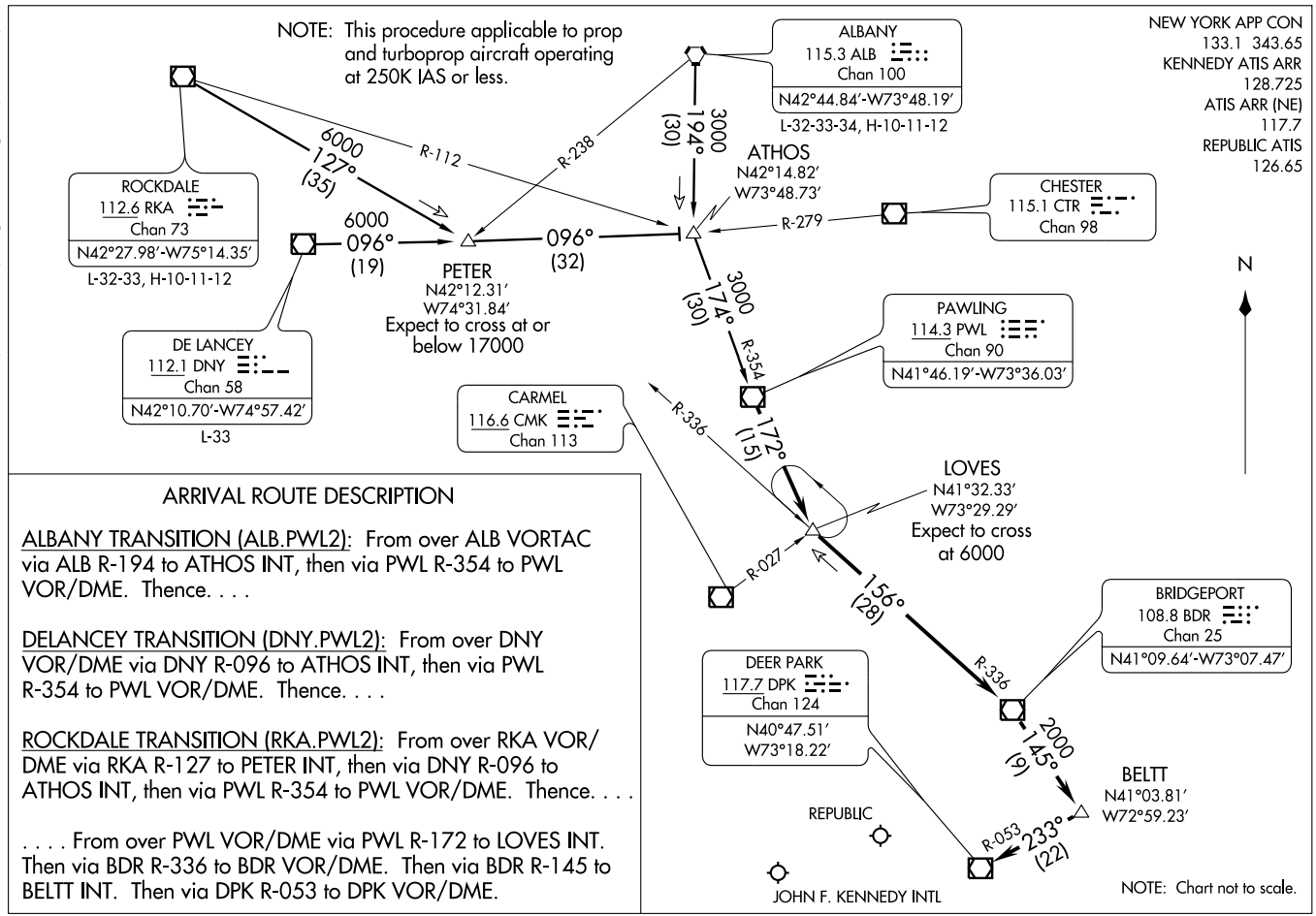
PAWLING TWO ARRIVAL (PWL.PWL2)

NEW YORK APP CON
133.1 343.65
KENNEDY ATIS ARR
128.725
ATIS ARR (NE)
117.7
REPUBLIC ATIS
126.65

09351

ST-610 (FAA)

NEW YORK, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.PWL2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

DELANCEY TRANSITION (DNY.PWL2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

ROCKDALE TRANSITION (RKA.PWL2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence. . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to BDR VOR/DME. Then via BDR R-145 to BELTT INT. Then via DPK R-053 to DPK VOR/DME.

WAAS CH 40019 W22B	APP CRS 225°	Rwy Idg 8655	TDZE 13	Apt Elev 13

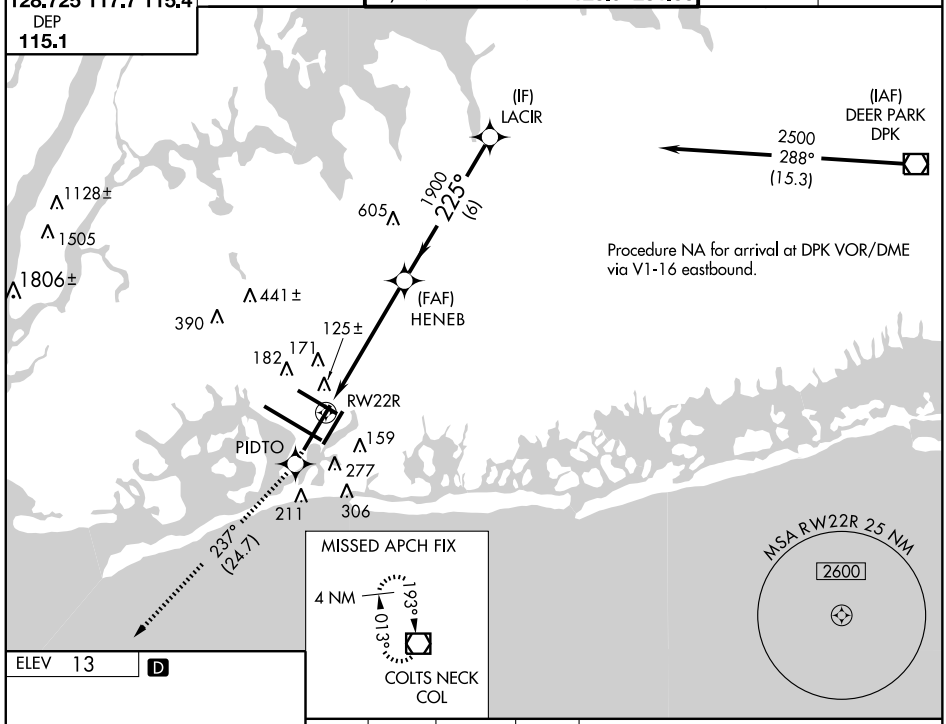
RNAV (GPS) RWY 22R

NEW YORK / JOHN F. KENNEDY INTL (JFK)

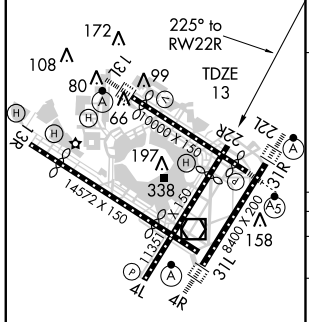
DME/DME RNP -0.3 NA.
Baro-VNAV NA below -15°C (5°F).

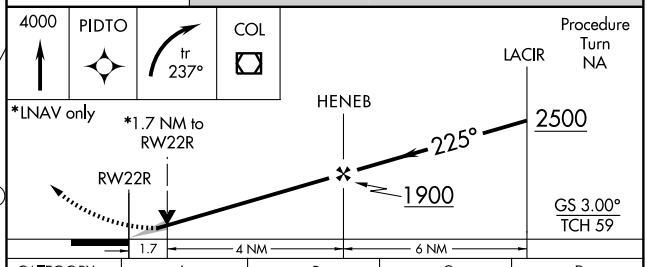
MISSED APPROACH: Climb to 4000 direct PIDTO and right turn via 237° track to COL VOR/DME and hold.

ATIS ARR	(NE)	(SW)	NEW YORK APP CON		KENNEDY TOWER		GND CON		CLNC DEL	
128.725	117.7	115.4	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9	348.6	135.05	348.6
DEP 115.1					Rwys 4L/22R and 13R/31L	123.9 281.55				



ELEV 13 D





CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	480-1½ 467 (500-1½)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1½ 627 (700-1½)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

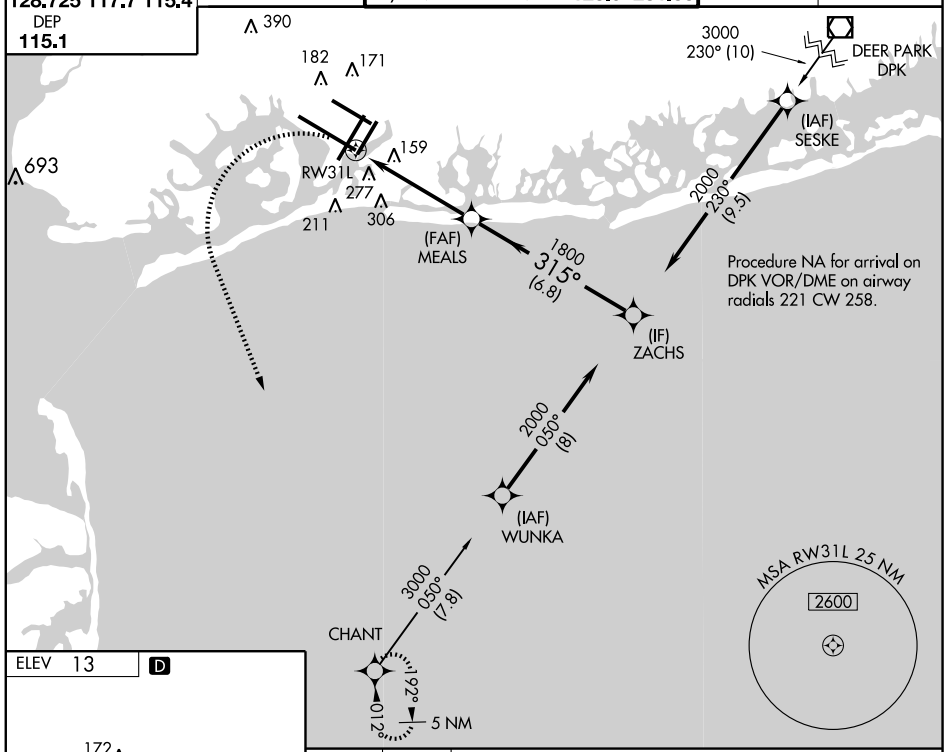
RNAV (GPS) X RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

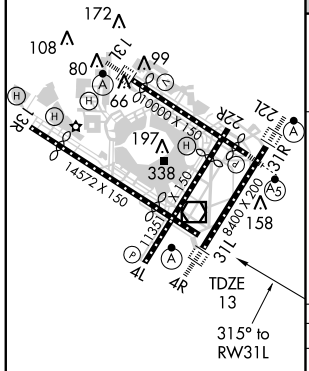
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct CHANT and hold.

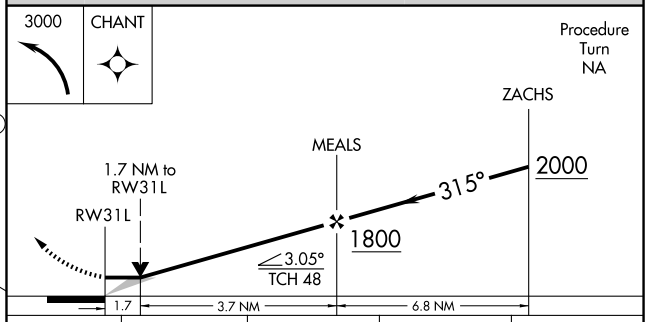
ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON	CLNC DEL
ARR	(NE)	(SW)	127.4 269.0	Rwys 4R/22L and 13L/31R	119.1 281.55	121.9 348.6	135.05 348.6
128.725	117.7	115.4		Rwys 4L/22R and 13R/31L	123.9 281.55		
DEP 115.1							



ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 77519 W04A	APP CRS 045°	Rwy Idg 11351 TDZE 12 Apt Elev 13

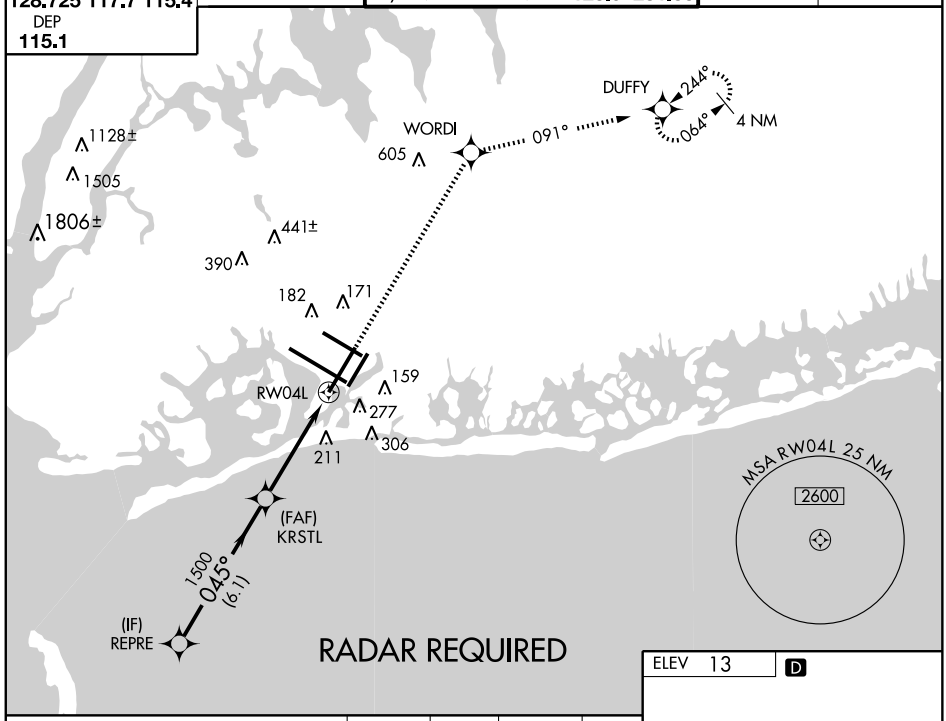
RNAV (GPS) Y RWY 4L

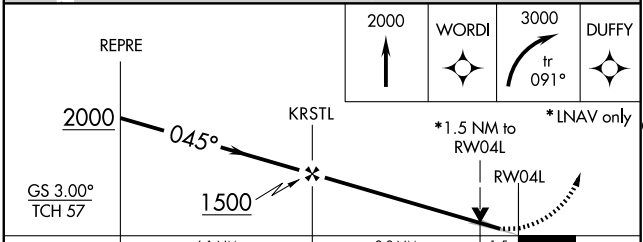
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

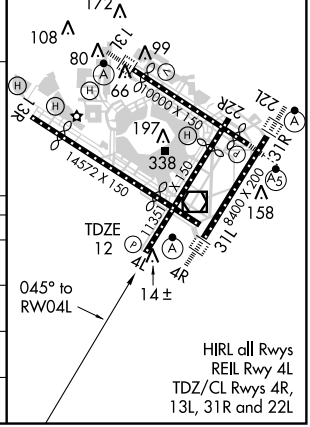
MISSED APPROACH: Climb to 2000 direct WORDI then climbing right turn to 3000 via 091° track to DUFFY and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6





CATEGORY	A	B	C	D
LPV DA	280/50 268 (300-1)			
LNAV/VNAV DA	480-1½ 468 (500-1½)			
LNAV MDA	540/50 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8400
CH 81819	045°	TDZE	13
W04B		Apt Elev	13

RNAV (GPS) Y RWY 4R

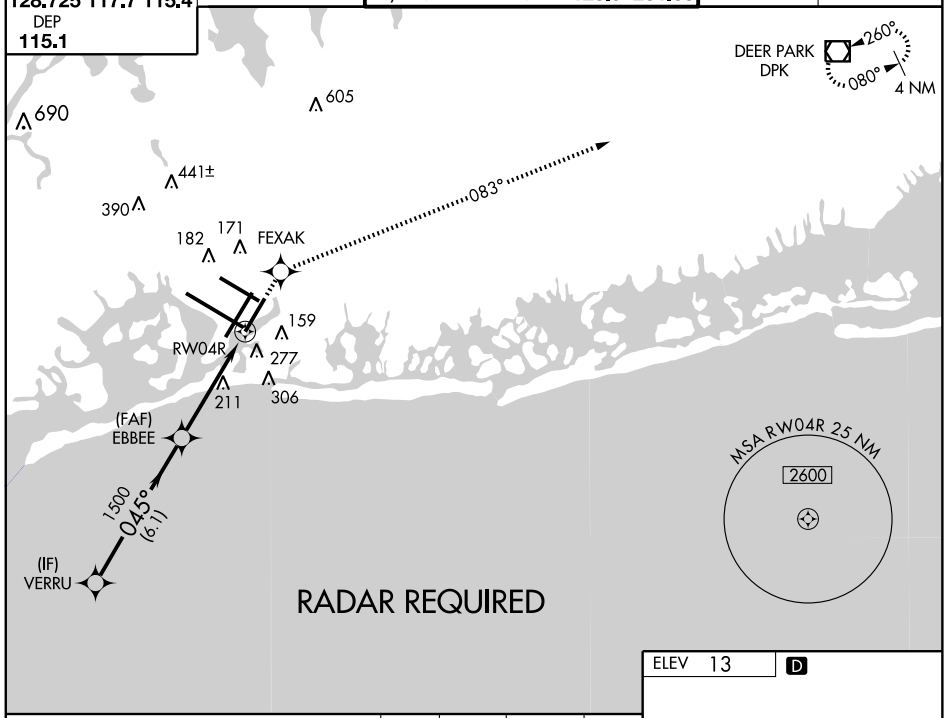
NEW YORK / JOHN F. KENNEDY INTL (JFK)

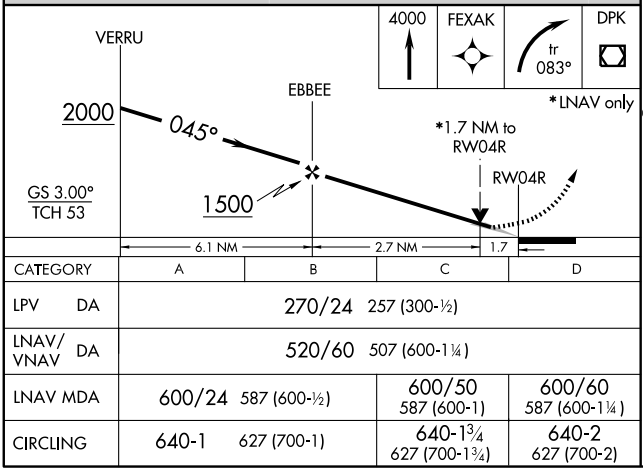
For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA.

ALSF-2

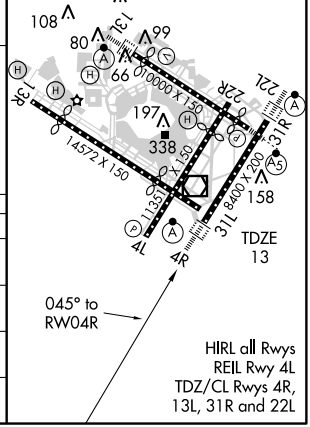
MISSED APPROACH: Climb to 4000 direct FEXAK and right turn via 083° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	520/60 507 (600-1¼)			
LNAV MDA	600/24 587 (600-½)		600/50 587 (600-1)	600/60 587 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8400
CH 97318	225°	TDZE	13
W22A		Apt Elev	13

RNAV (GPS) Y RWY 22L

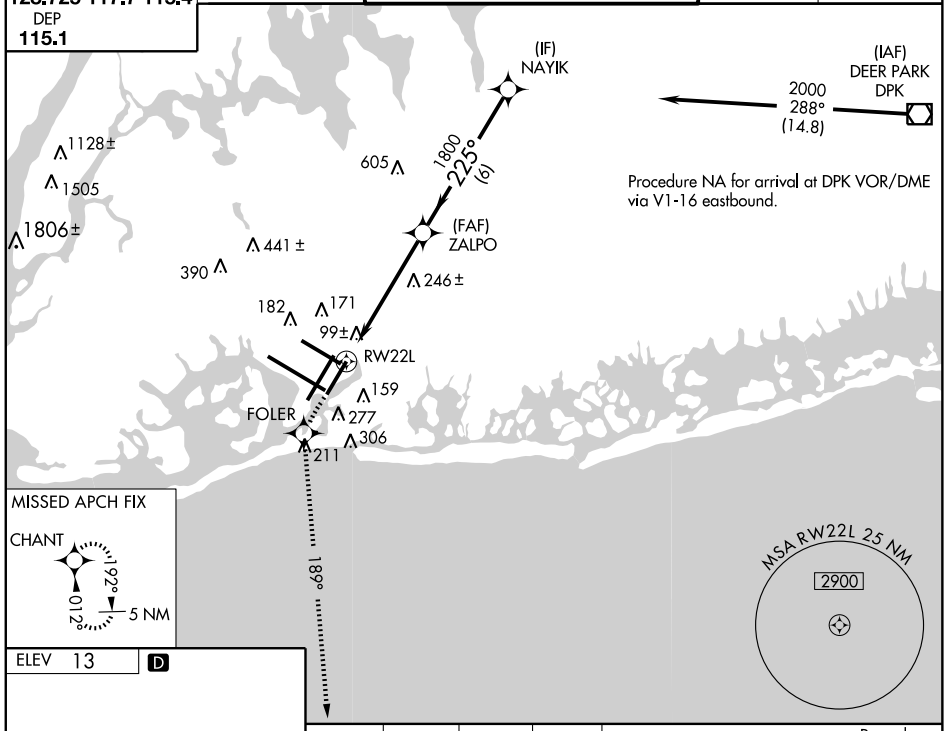
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (8°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

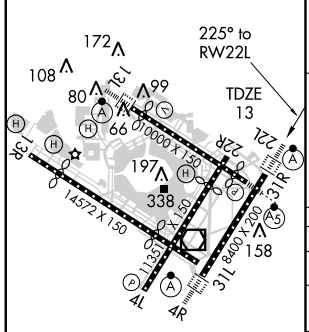
ALSF-2

MISSED APPROACH: Climb to 3000 direct FOLER and via 189° track to CHANT and hold.

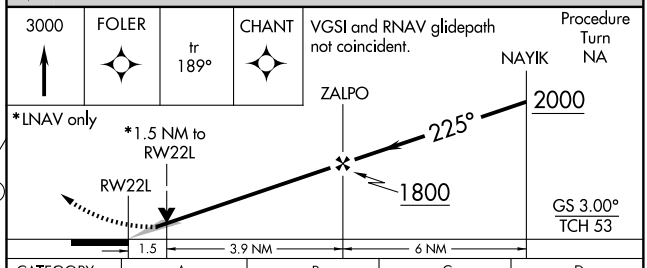
ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				



ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	560/24 547 (600-½)		560/50 547 (600-1)	560/60 547 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11248
CH 50119	315°	TDZE	13
W31A		Apt Elev	13

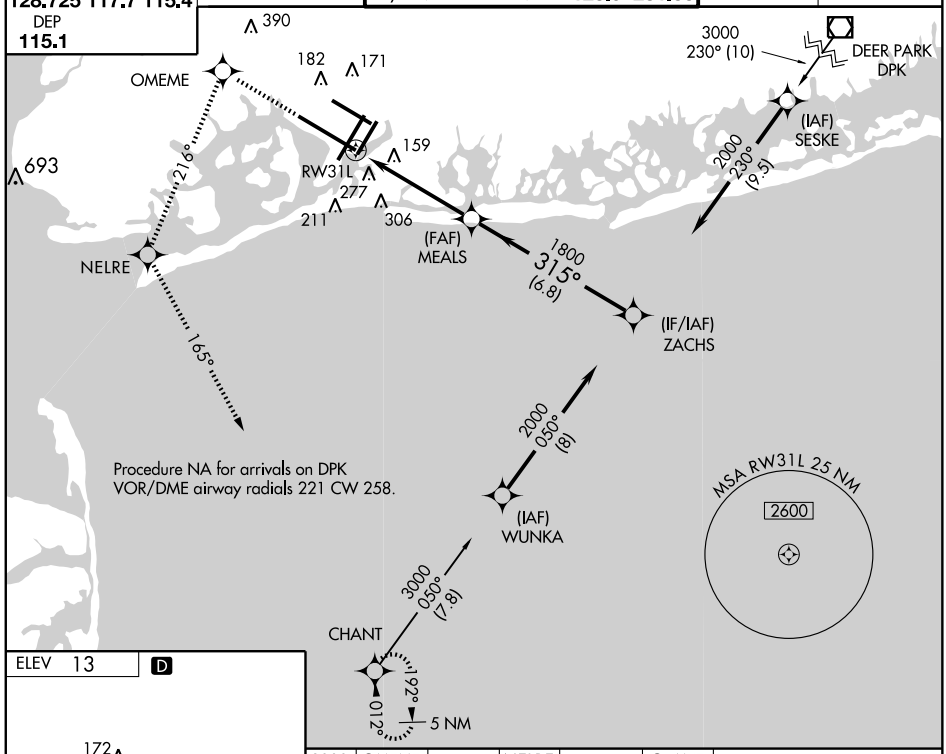
RNAV (GPS) Y RWY 31L

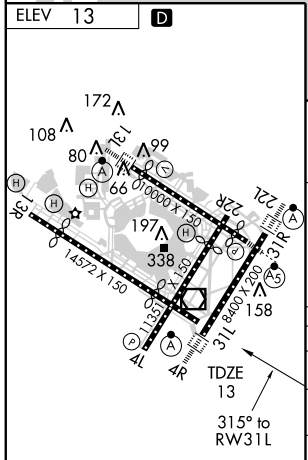
NEW YORK / JOHN F. KENNEDY INTL (JFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

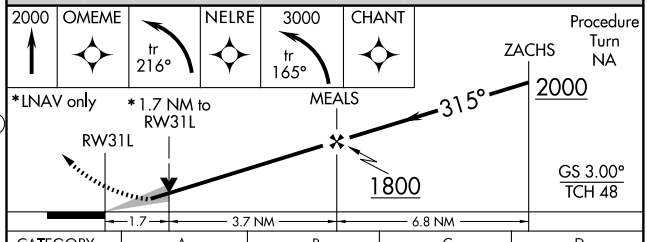
MISSED APPROACH: Climb to 2000 direct OMEME and left turn via 216° track to NELRE then climbing left turn to 3000 via 165° track to CHANT and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				





HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
LPV DA	270/40 257 (300-¾)			
LNAV/VNAV DA	600-2 587 (600-2)			
LNAV MDA	600/50 587 (600-1)		600-1½ 587 (600-1½)	600-1¾ 587 (600-1¾)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 45519 W31B	APP CRS 315°	Rwy ldg 8970 TDZE 13 Apt Elev 13

RNAV (GPS) Y RWY 31R

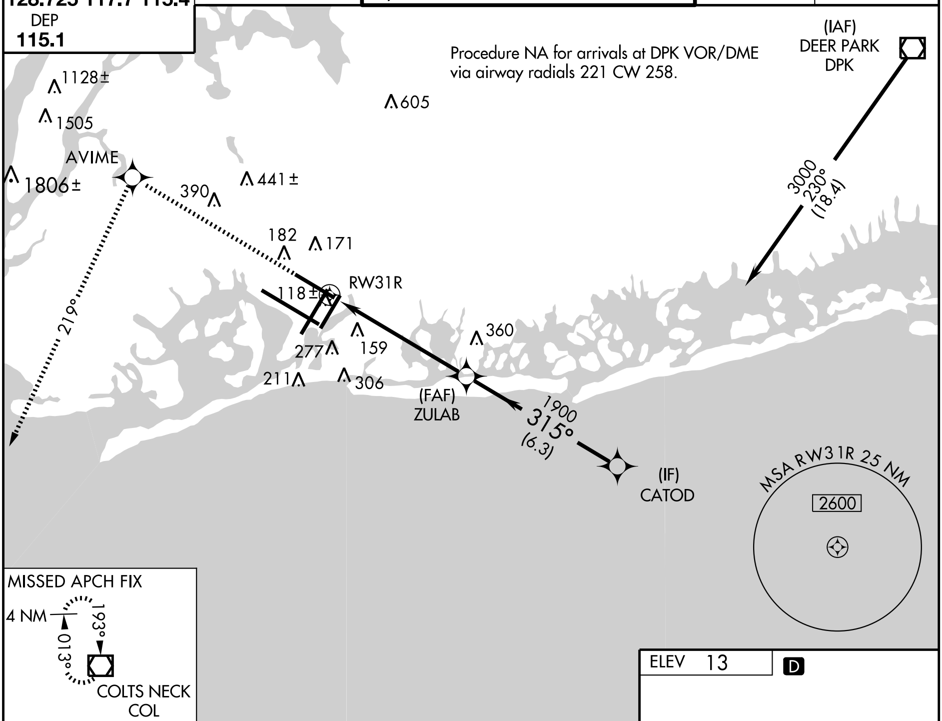
NEW YORK / JOHN F. KENNEDY INTL (JFK)

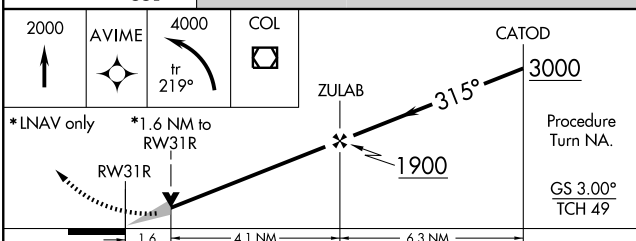
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Minimum altitude at CATOD 2000 when authorized by ATC.

MALSR

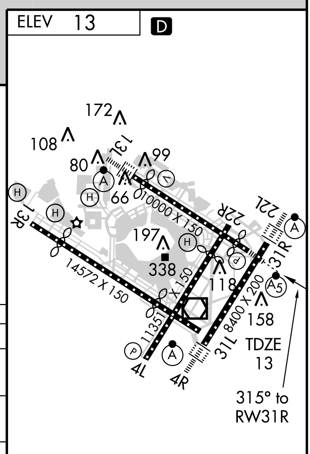
MISSED APPROACH: Climb to 2000 direct AVIME then climbing left turn to 4000 via 219° track to COL VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR 128.725 (NE) 117.7 (SW) 115.4 DEP 115.1	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55 Rwys 4L/22R and 13R/31L 123.9 281.55	121.9 348.6	135.05 348.6





CATEGORY	A	B	C	D
LPV DA	270/24 257 (300-½)			
LNAV/VNAV DA	420/50 407 (500-1)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

APP CRS	Rwy ldg	11351
045°	TDZE	12
	Apt Elev	13

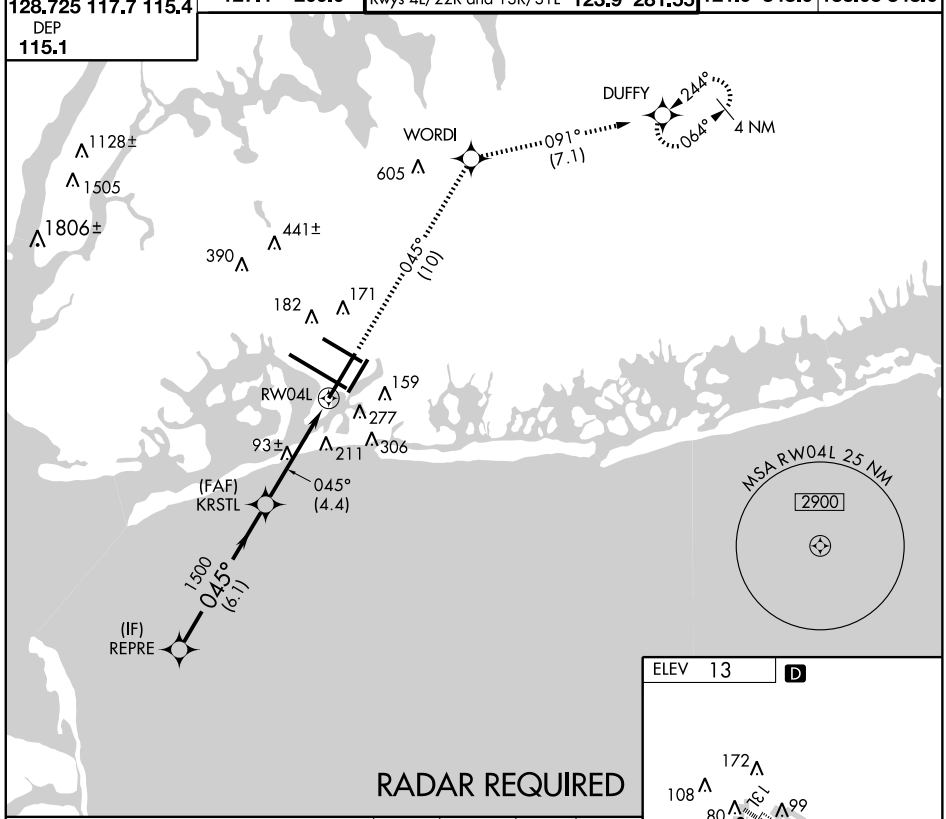
RNAV (RNP) Z RWY 4L

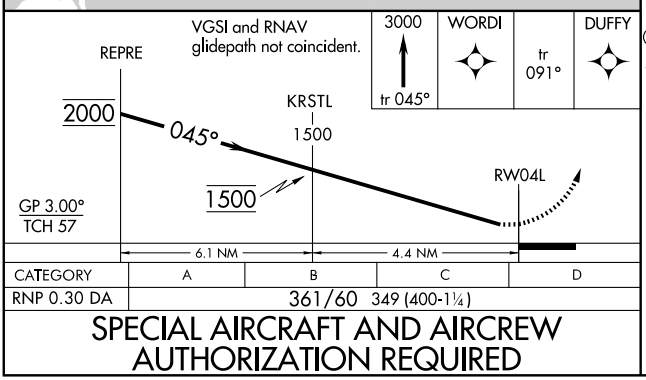
NEW YORK / JOHN F. KENNEDY INTL (JFK)

NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 via 045° track to WORDI and via 091° track to DUFFY and hold.

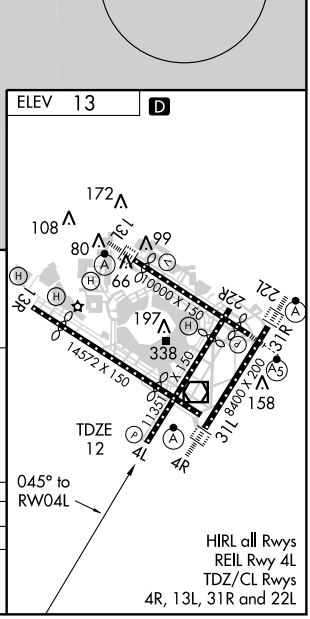
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





CATEGORY	A	B	C	D
RNP 0.30 DA	361/60	349 (400-1¼)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8400
045°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 4R

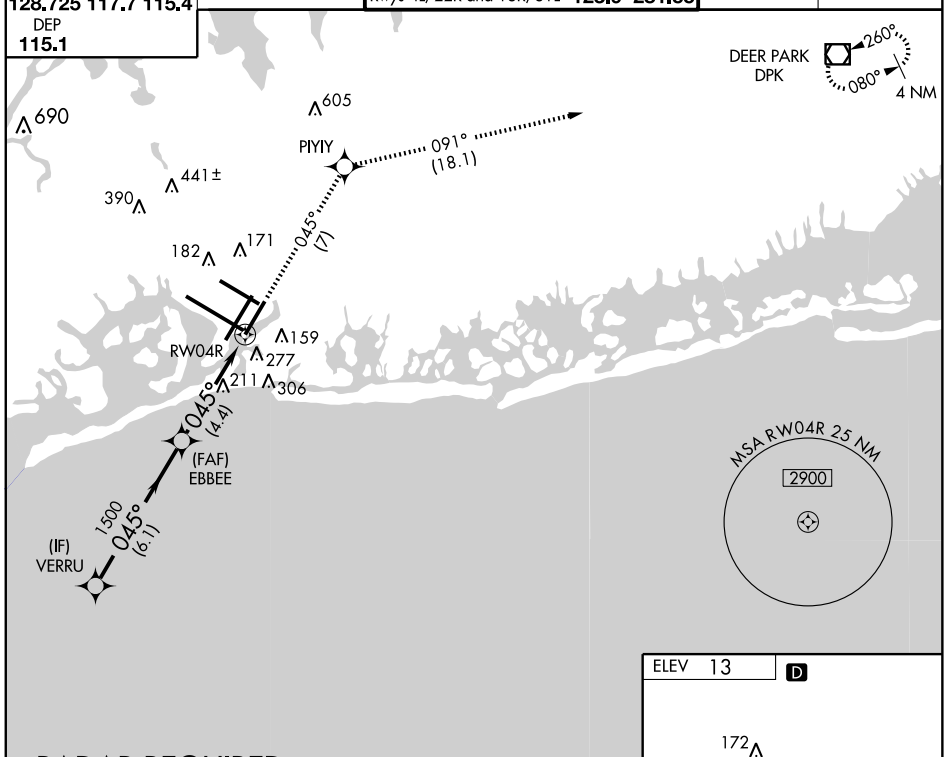
NEW YORK / JOHN F. KENNEDY INTL (JFK)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 48°C (118°F).
NA For inoperative ALSF-2, increase RNP 0.30 DA all Cats visibility to 1½.

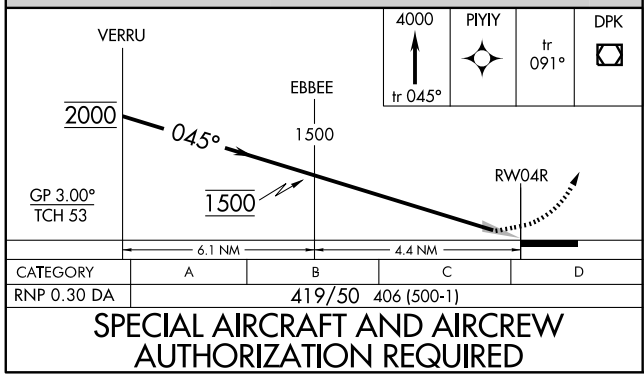
ALSF-2

MISSED APPROACH: Climb to 4000 via 045° track to PIYIY and via 091° track to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

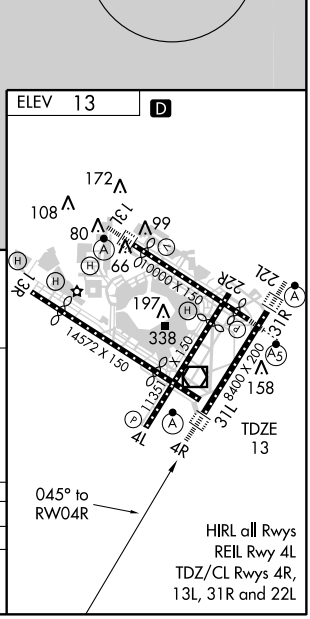


RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.30 DA	419/50 406 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8400
225°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 22L

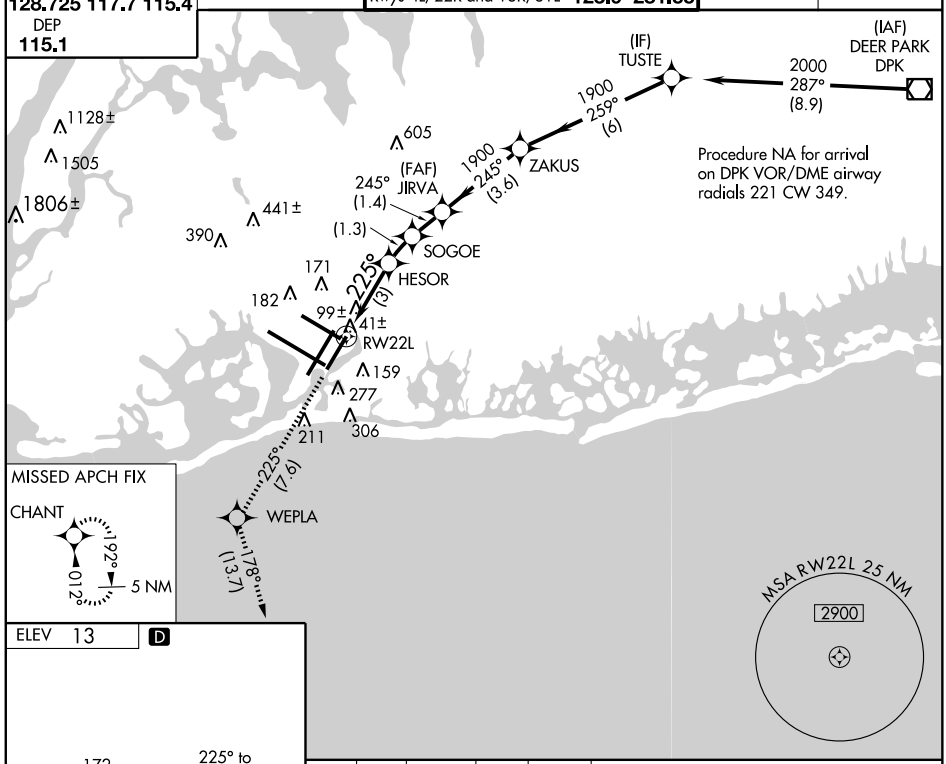
NEW YORK / JOHN F. KENNEDY INTL (JFK)

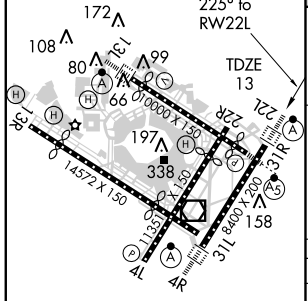
▼ ⚠ NA — For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 49°C (120°F). RF and GPS Required. For inoperative ALSF, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to RVR 6000 all Cats. Visibility reduction by helicopters NA.

ALSF-2

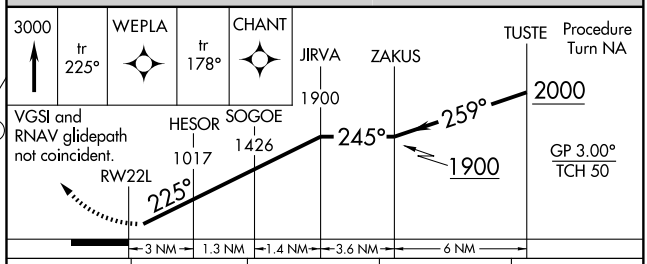
MISSED APPROACH: Climb to 3000 via 225° track to WEPLA and via 178° track to CHANT and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											





HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L



CATEGORY	A	B	C	D
RNP 0.20 DA	339/40 326 (400-¾)			
RNP 0.30 DA	408/50 395 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11248
315°	TDZE	13
	Apt Elev	13

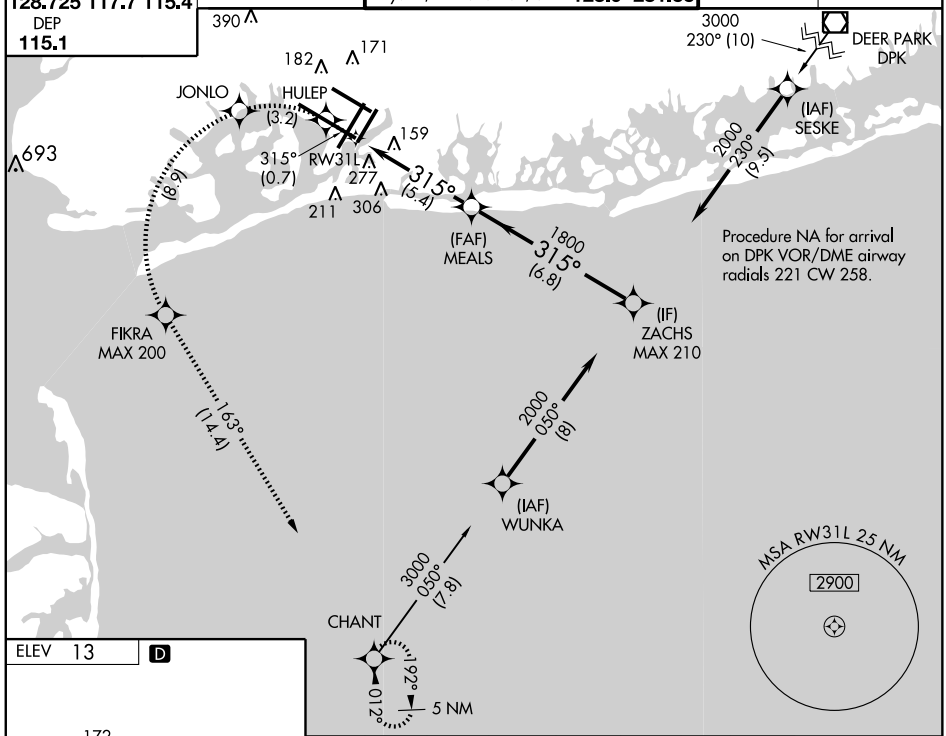
RNAV (RNP) Z RWY 31L

NEW YORK / JOHN F. KENNEDY INTL (JFK)

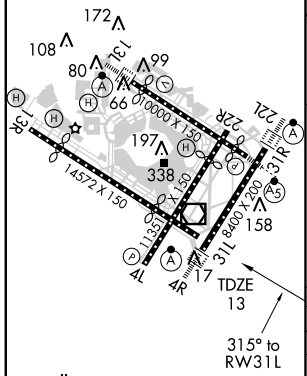
▼ ⚠ NA — For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. *RNP 0.30 missed approach requires minimum climb of 463' per NM to 700. RF and GPS Required.

MISSED APPROACH: (Do not exceed 200 KIAS until FIKRA) Climb to 3000 via 315° track to HULEP, and via left turn to JONLO, and via left turn to FIKRA, and via 163° track to CHANT and hold.

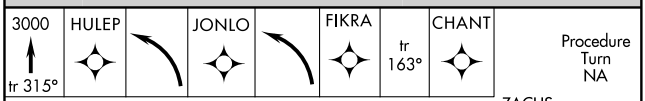
ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											

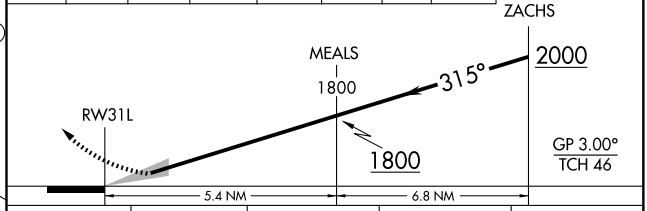


ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L





CATEGORY	A	B	C	D
RNP 0.30*	316/50 303 (400-1)			
RNP 0.30	455-1½ 442 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8970
315°	TDZE	13
	Apt Elev	13

RNAV (RNP) Z RWY 31R

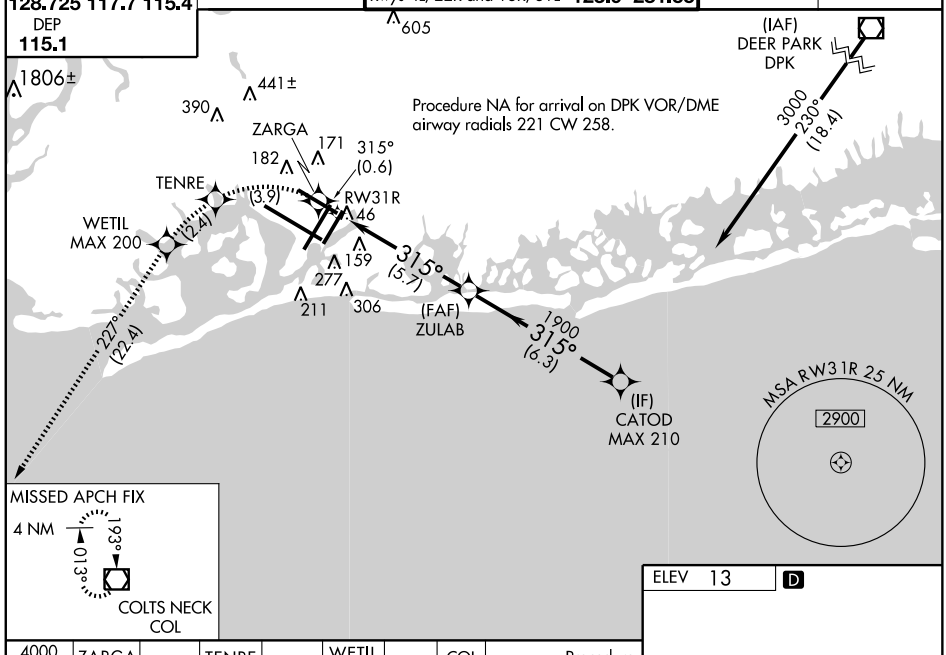
NEW YORK / JOHN F. KENNEDY INTL (JFK)

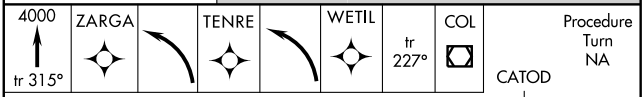
▼ ▲ NA — For uncompensated Baro-VNAV systems, procedure NA below -13°C (9°F) or above 49°C (120°F). Missed approach requires RNP less than 1.0. **RNP 0.20 missed approach requires minimum climb of 366 feet per NM to 700. ***RNP 0.30 missed approach requires minimum climb of 327 feet per NM to 700. RF and GPS Required. For inoperative MALSR, increase RNP 0.20 DA visibility to RVR 5000 all Cats, RNP 0.30 DA*** visibility to RVR 5000 all Cats, RNP 0.30 DA visibility to 1½ all Cats.

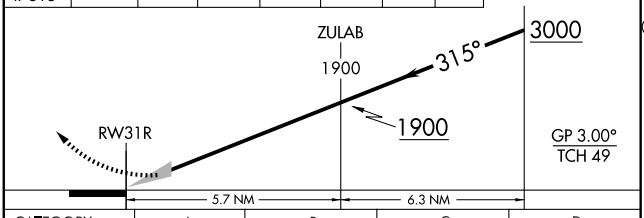
MALSR

MISSED APPROACH: (Do not exceed 200 KIAS until WETIL) Climb to 4000 via track 315° to ZARGA and via left turn to TENRE and via left turn to WETIL and via track 227° to COL VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP											
115.1											



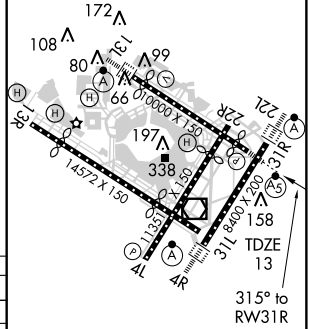




CATEGORY	A	B	C	D
RNP 0.20 DA**	274/24	261 (300-½)		
RNP 0.30 DA***	317/24	304 (400-½)		
RNP 0.30 DA	413/50	400 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 13 D



HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2, 03 JUN 2010 to 01 JUL 2010

ROBER ONE ARRIVAL

(ROBER.ROBER1) 10042

ST-610 (FAA)

NEW YORK, NEW YORK

ARRIVAL ROUTE DESCRIPTION

KENNEBUNK TRANSITION (ENE.ROBER1): From over ENE VORTAC, via ENE R-217 to ASPEN INT, via direct PVD VORTAC, then via PVD R-234 to TRAIT INT, then via HTO R-052 to PARCH INT. Thence . . . .

SANDY POINT TRANSITION (SEY.ROBER1): From over SEY VOR/DME via SEY R-276 to PARCH INT. Thence . . . .

. . . . From PARCH INT via CCC R-085 to CCC VOR/DME. Then via CCC R-229 to ROBER INT, then via JFK R-096 to JFK VOR/DME. Expect radar vectors to final approach course.

NEW YORK APP CON
125.7 269.0
KENNEDY INTL ATIS ARR 128.725
(NE) 117.7
(SW) 115.4

KENNEBUNK
117.1 ENE
Chan 118
N43°25.54′-W70°36.81′
L-32, H-11-12

MANCHESTER
114.4 MHT
Chan 91

ASPEN
N42°48.96′
W70°54.69′

BOSTON
112.7 BOS
Chan 74

GROTON
110.85 GON
Chan 45 (Y)

PROVIDENCE
115.6 PVD
Chan 103
N41°43.46′-W71°25.78′
L-33-34, H-10-11-12

CALVERTON
117.2 CCC
Chan 119
N40°55.78′-W72°47.93′

TRAIT
N41°17.08′
W71°55.06′

KENNEDY
115.9 JFK
Chan 106
N40°37.97′-W73°46.28′

NANTUCKET
116.2 ACK
Chan 109

PARCH
N41°05.95′
W72°07.24′

SANDY POINT
117.8 SEY
Chan 125
N41°10.05′-W71°34.57′
L-33, H-10-12

REPUBLIC

JOHN F. KENNEDY INTL

ROBER
N40°41.13′
W73°01.96′

ERICK
N40°47.01′
W72°44.52′

HAMPTON
113.6 HTO
Chan 83

R-044
FL 180
217°
(39)
R-114
FL 180
213°
(69)
R-057
R-033
3000
232°
(34)
R-128
3000
232°
(14)
R-309
3000
276°
(25)
28
3000
265°
(32)
R-085
3000
229°
(18)
14
R-052
R-260
2500
276°
(34)
R-096

Expect to cross at 12000′ and 250 KIAS.

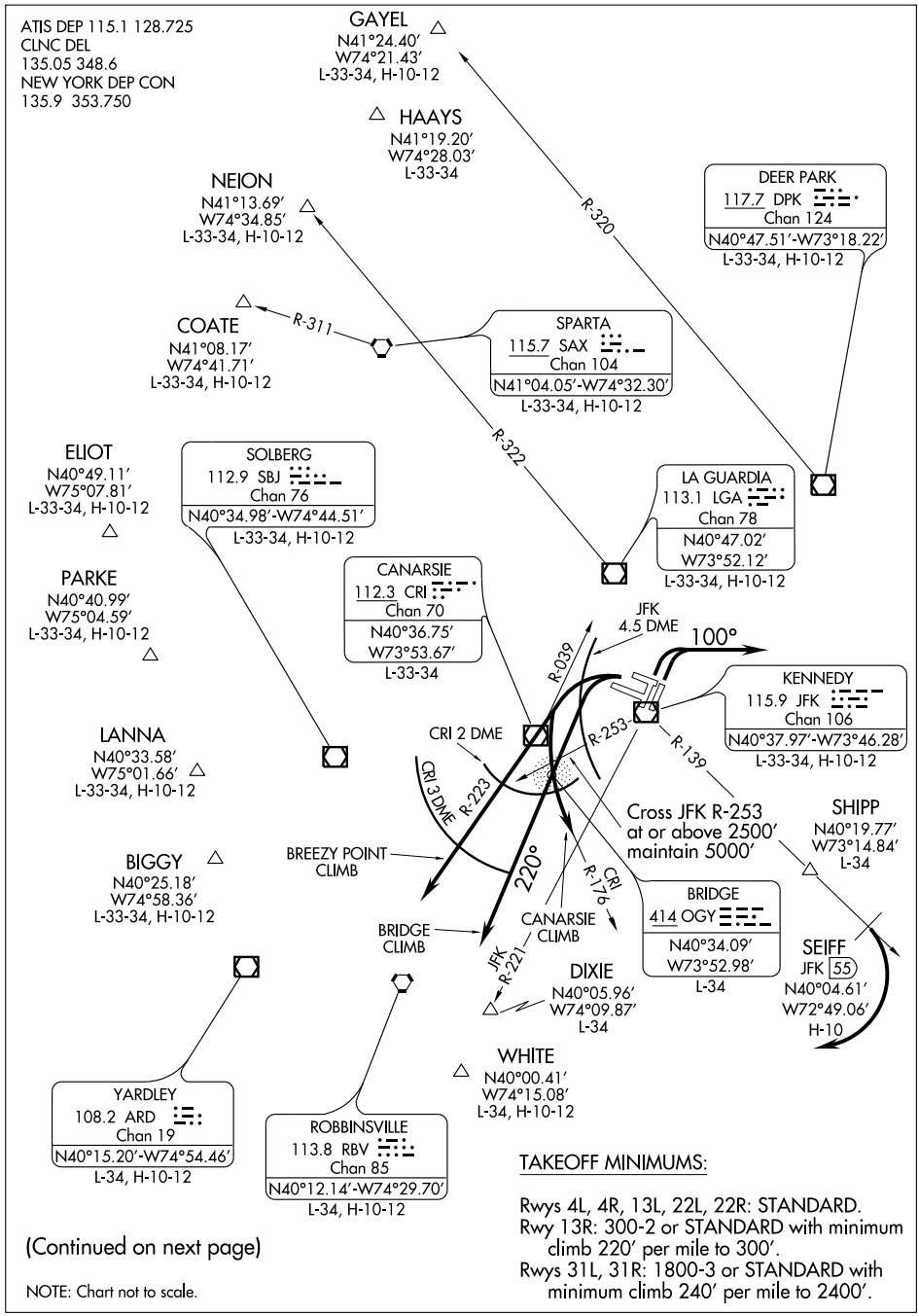
Expect to cross at FL240.

Expect to cross at 9000′.

NOTE: Procedure applicable to Turbojet aircraft only.
NOTE: Use caution - Parachute jump activity vicinity CCC at and below 13,500 feet (SR-SS).

NOTE: Chart not to scale.

N



TAKEOFF MINIMUMS:

Rwys 4L, 4R, 13L, 22L, 22R: STANDARD.
Rwy 13R: 300-2 or STANDARD with minimum climb 220′ per mile to 300′.
Rwys 31L, 31R: 1800-3 or STANDARD with minimum climb 240′ per mile to 2400′.

(Continued on next page)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4L/R: Turn right climb on heading 100°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 13L/R: Climb on assigned departure heading, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 22L/R: Climb on runway heading, maintain 5,000 feet. Thence....
GATEWAY CLIMB: *Turn right intercept the JFK R-232 until 5 DME, then turn left heading 220°, maintain 5,000 feet. Thence....
TAKE-OFF RUNWAYS 31L/R:
BREEZY POINT CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-223. Cross CRI 3 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
BRIDGE CLIMB: Turn left proceed direct OGY NDB, then fly heading 220° after OGY NDB. Make turn east of CRI R-039 (remain within JFK 4.5 DME), cross JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....
CANARSIE CLIMB: Turn left proceed direct CRI VOR/DME. Make turn east of CRI R-039 (remain within JFK 4.5 DME), then via CRI R-176. Cross CRI 2 DME or JFK R-253 at or above 2,500 feet, maintain 5,000 feet. Thence....

....Via vectors to the JFK R-139 to SEIFF DME fix, then turn right proceed direct to the JFK VOR/DME. Expect vectors to assigned route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

*To be assigned during the period 2200-0700 local.

NOTE: RNAV equipped aircraft only.
NOTE: This procedure requires overwater flight not to exceed 50 miles.
NOTE: Departure procedure to be used when assigned by ATC only.
NOTE: COATE departures except vectors to SAX VORTAC or SAX R-311.

NOTE: Rwy 4L, 64' AGL taxiing aircraft 691' from departure end of rwy, 390' left or right of rwy centerline. Cross DER at or above 35' AGL/47' MSL.
Rwy 4R, cross DER at or above 21' AGL/33' MSL.
Rwy 13L, cross DER at or above 3' AGL/15' MSL.
Rwys 13R, 31L, 31R cross DER at or above 35' AGL/47' MSL.

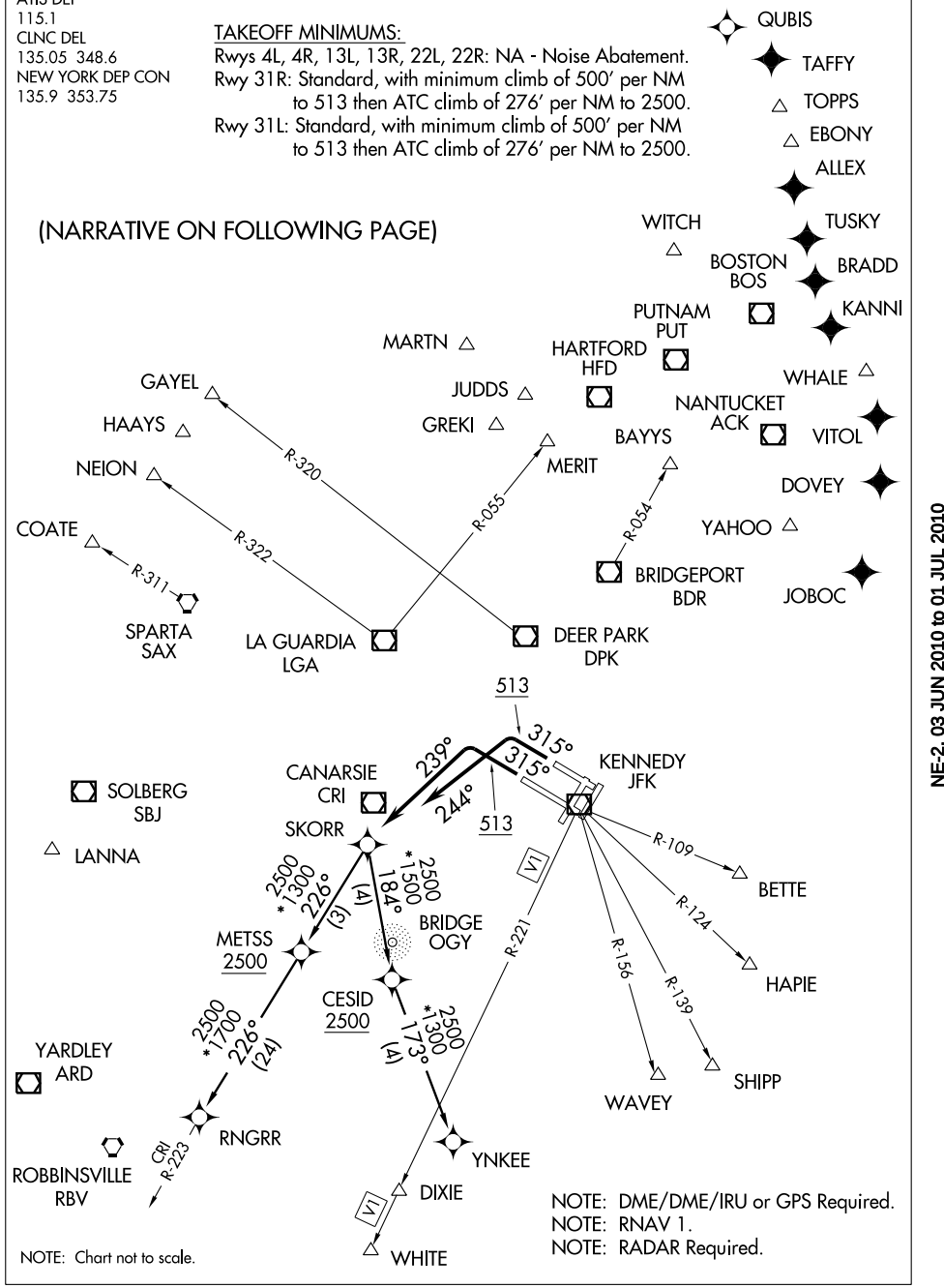
NE-2, 03 JUN 2010 to 01 JUL 2010

SKORR TWO DEPARTURE (RNAV)

ATIS DEP
115.1
CLNC DEL
135.05 348.6
NEW YORK DEP CON
135.9 353.75

TAKEOFF MINIMUMS:
Rwys 4L, 4R, 13L, 13R, 22L, 22R: NA - Noise Abatement.
Rwy 31R: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.
Rwy 31L: Standard, with minimum climb of 500' per NM to 513 then ATC climb of 276' per NM to 2500.

(NARRATIVE ON FOLLOWING PAGE)



NE-2, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31R: Climb heading 315° to at or above 513, then intercept course 244° to SKORR. Thence . . . .

TAKEOFF RUNWAY 31L: Climb heading 315° to at or above 513, then intercept course 239° to SKORR. Thence . . . .

. . . . Maintain 5000, expect clearance to filed altitude/flight level ten minutes after departure.

RNGRR TRANSITION (SKORR2.RNGRR):
YNKEE TRANSITION (SKORR2.YNKEE):

TAKEOFF OBSTACLE NOTES:
Rwy 31L: Tree 2076′ from DER, 436′ left of centerline, 79′ AGL/91′ MSL.
Bush 257′ from DER, 530′ left of centerline, 13′ AGL/25′ MSL.
Rwy 31R: Tree 752′ from DER, 654′ left of centerline, 39′ AGL/52′ MSL.
Tree 561′ from DER, 646′ right of centerline, 30′ AGL/43′ MSL.
Multiple light poles starting 1442′ from DER, 336′ left of centerline, up to 44′ AGL/67′MSL.
Vehicle on road 281′ from DER, 501′ left of centerline, 15′ AGL/26′ MSL.
Multiple obstruction lights on poles and fence starting 366′ from DER, 15′ left of centerline, up to 17′ AGL/31′ MSL.
Obstruction light on pole 625′ from DER, 359′ right of centerline, 28′ AGL/31′ MSL.
Approach light 190′ from DER, 8′ right of centerline, 5′ AGL/18′ MSL.
Fence 410′ from DER, 352′ right of centerline, 10′ AGL/23′ MSL.

NOTE: North American routes via...
...BETTE expect radar vectors to BETTE direct ACK VOR/DME.
...GREKI expect radar vectors to GREKI direct JUDDS direct MARTN.
...HAPIE expect radar vectors to HAPIE direct YAHOO.
...MERIT expect radar vectors to MERIT direct HFD VOR/DME then direct PUT VOR/DME then...
...TOPPS or EBONY expect direct.
...ALLEX via direct WITCH direct.
...TUSKY and south expect direct BOS VOR/DME direct.

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	232°	TDZE	13
Chan 106		Apt Elev	13

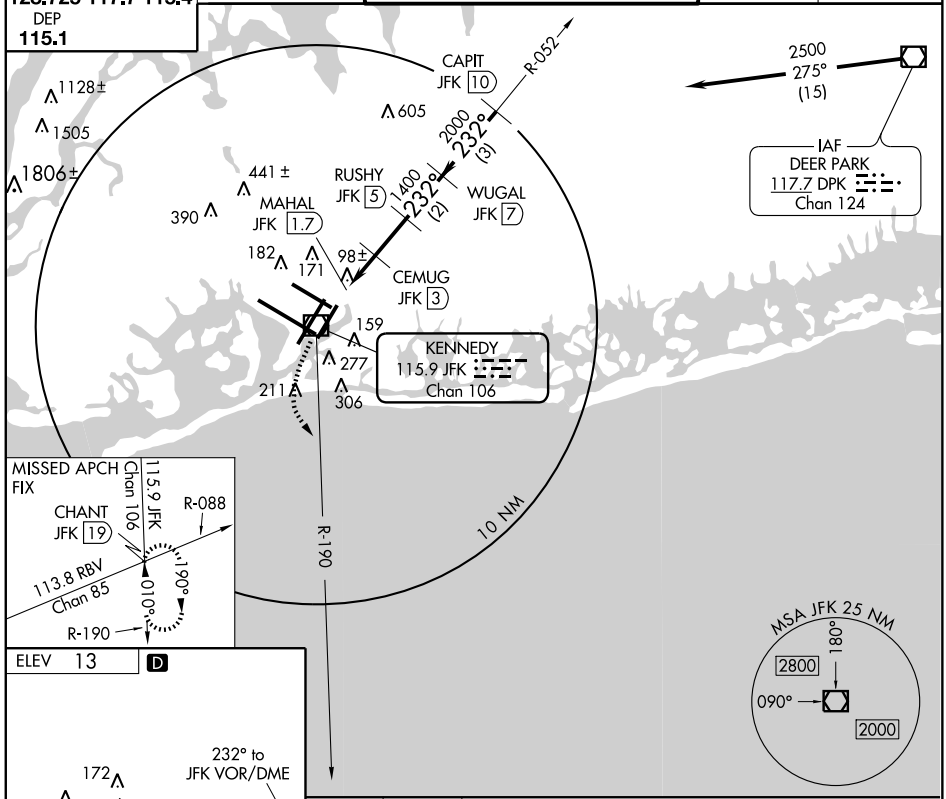
VOR/DME RWY 22L

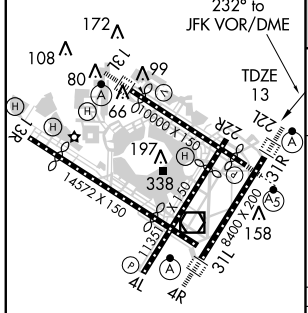
NEW YORK / JOHN F. KENNEDY INTL (JFK)

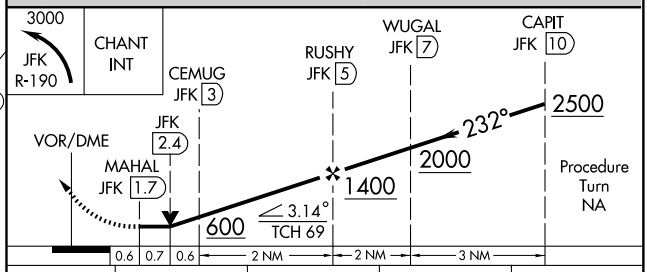
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/19 DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW) 128.725 117.7 115.4	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
DEP 115.1		Rwys 4L/22R and 13R/31L 123.9 281.55		







CATEGORY	A	B	C	D
S-22L	440/24 427 (500-½)		440/40 427 (500-¾)	440/50 427 (500-1)
CIRCLING	640-1 627 (700-1)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME CRI	APP CRS	Rwy Idg 13R	11966
112.3	041°	13L	9095
Chan 70		TDZE	13
		Apt Elev	13

VOR or GPS RWY 13L/13R

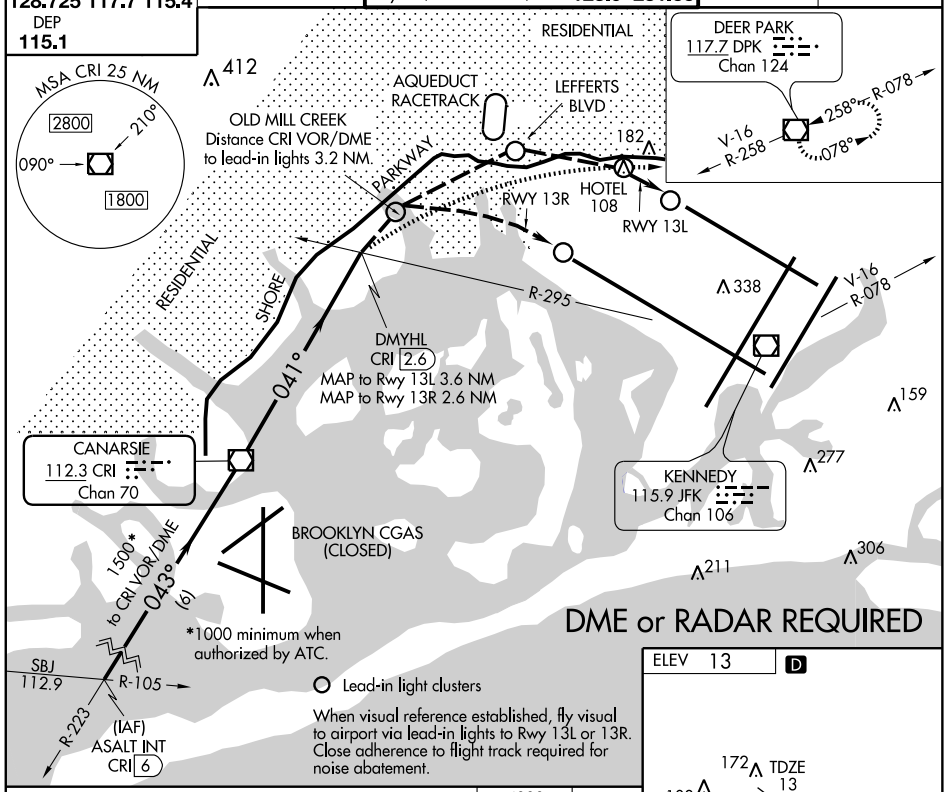
NEW YORK / JOHN F. KENNEDY INTL (JFK)

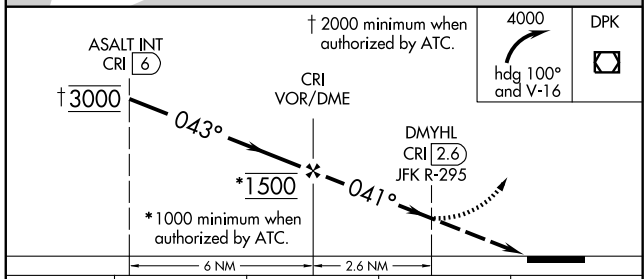
For inoperative LDIN, procedure not authorized.

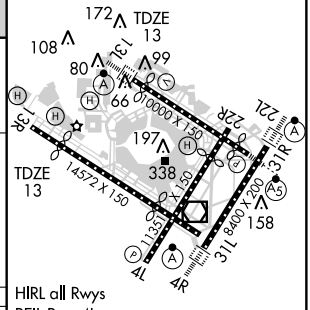
Rwy13L ALSF-2 (A)

MISSED APPROACH: At or beyond MAP, climbing right turn to 4000 via heading 100° and V-16 to DPK VOR/DME and hold.

ATIS	NEW YORK APP CON	KENNEDY TOWER	GND CON	CLNC DEL
ARR (NE) (SW)	127.4 269.0	Rwys 4R/22L and 13L/31R 119.1 281.55	121.9 348.6	135.05 348.6
128.725 117.7 115.4		Rwys 4L/22R and 13R/31L 123.9 281.55		
DEP 115.1				







HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

CATEGORY	A	B	C	D
LDIN-13L	800-2 787 (800-2)		800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)
LDIN-13R	800-2 787 (800-2)		800-2 ¼ 787 (800-2 ¼)	800-2 ½ 787 (800-2 ½)

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2. 03 JUN 2010 to 01 JUL 2010

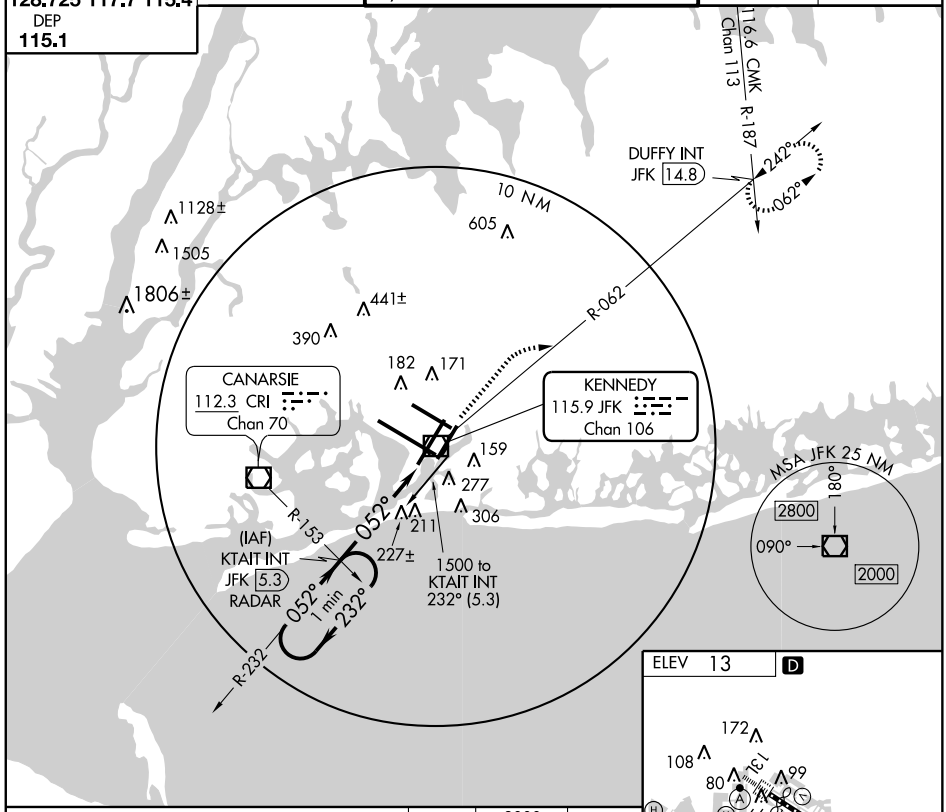
VOR/DME JFK	APP CRS	Rwy Idg	11351
115.9 Chan 106	052°	TDZE	12
		Apt Elev	13

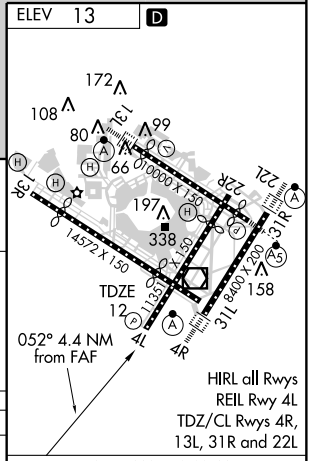
VOR RWY 4L

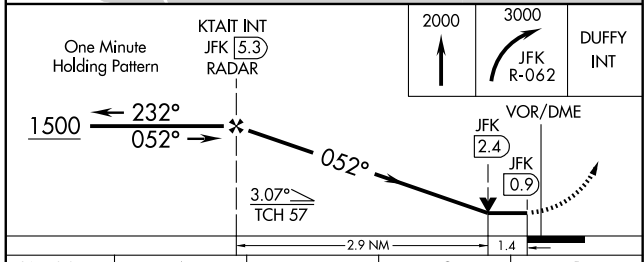
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via JFK R-062 to DUFFY INT/JFK 14.8 DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-4L	540/50	528 (600-1)	540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME JFK	APP CRS	Rwy Idg	8400
115.9	028°	TDZE	13
Chan 106		Apt Elev	13

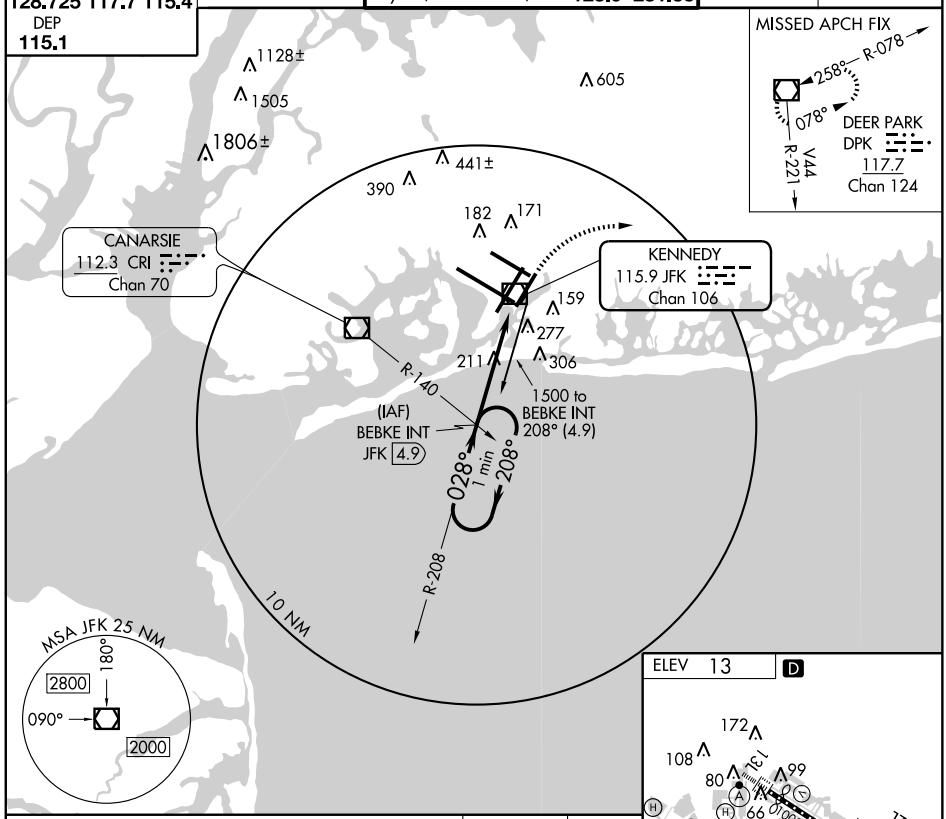
VOR RWY 4R

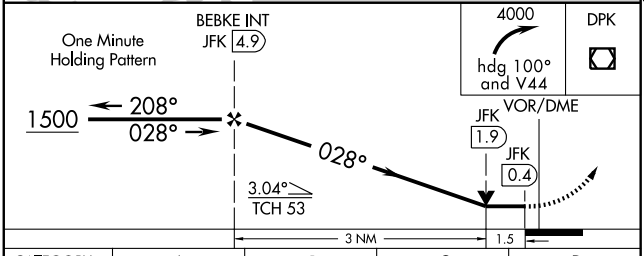
NEW YORK / JOHN F. KENNEDY INTL (JFK)

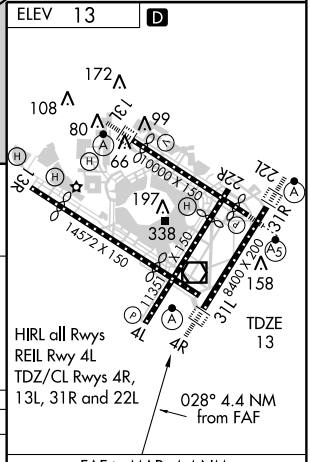
ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via heading 100° and V44 to DPK VOR/DME and hold.

ATIS			NEW YORK APP CON		KENNEDY TOWER			GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







CATEGORY	A	B	C	D
S-4R	540/24	527 (600-½)	540/50	527 (600-1)	540/60	527 (600-1¼)
CIRCLING	640-1	627 (700-1)	640-1¾	627 (700-1¾)	640-2	627 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

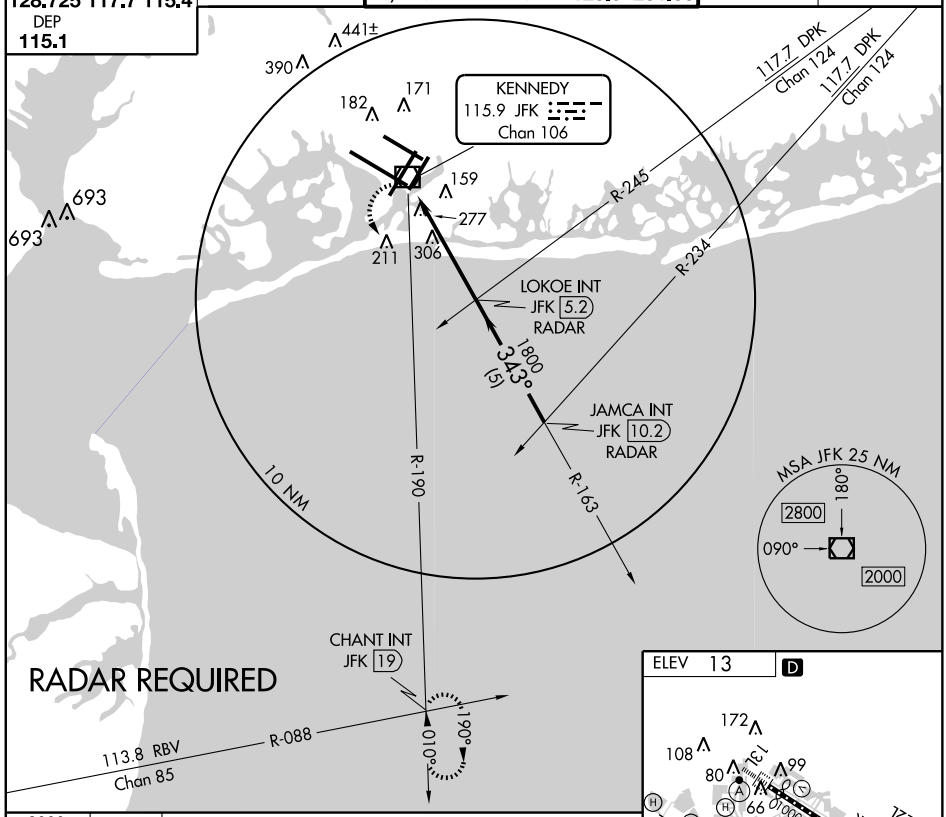
VOR/DME JFK	APP CRS	Rwy Idg	11248
115.9	343°	TDZE	13
Chan 106		Apt Elev	13

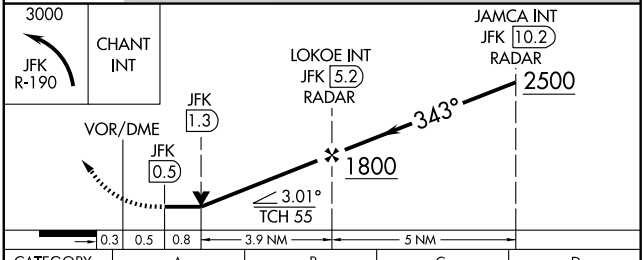
VOR RWY 31L

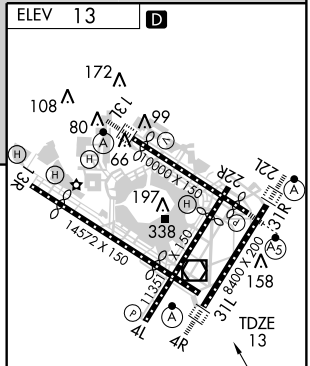
NEW YORK / JOHN F. KENNEDY INTL (JFK)

MISSED APPROACH: Climbing left turn to 3000 via JFK R-190 to CHANT INT/JFK 19 DME and hold.

ATIS			NEW YORK APP CON	KENNEDY TOWER		GND CON		CLNC DEL	
ARR	(NE)	(SW)	127.4	269.0	Rwys 4R/22L and 13L/31R	119.1	281.55	121.9	348.6	135.05	348.6
128.725	117.7	115.4			Rwys 4L/22R and 13R/31L	123.9	281.55				
DEP 115.1											







HIRL all Rwys
REIL Rwy 4L
TDZ/CL Rwys 4R, 13L, 31R and 22L

343° 4.7 NM from FAF

CATEGORY	A	B	C	D
S-31L	560/50	547 (600-1)	560-1½ 547 (600-1½)	560-1¾ 547 (600-1¾)
CIRCLING	640-1	627 (700-1)	640-1¾ 627 (700-1¾)	640-2 627 (700-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

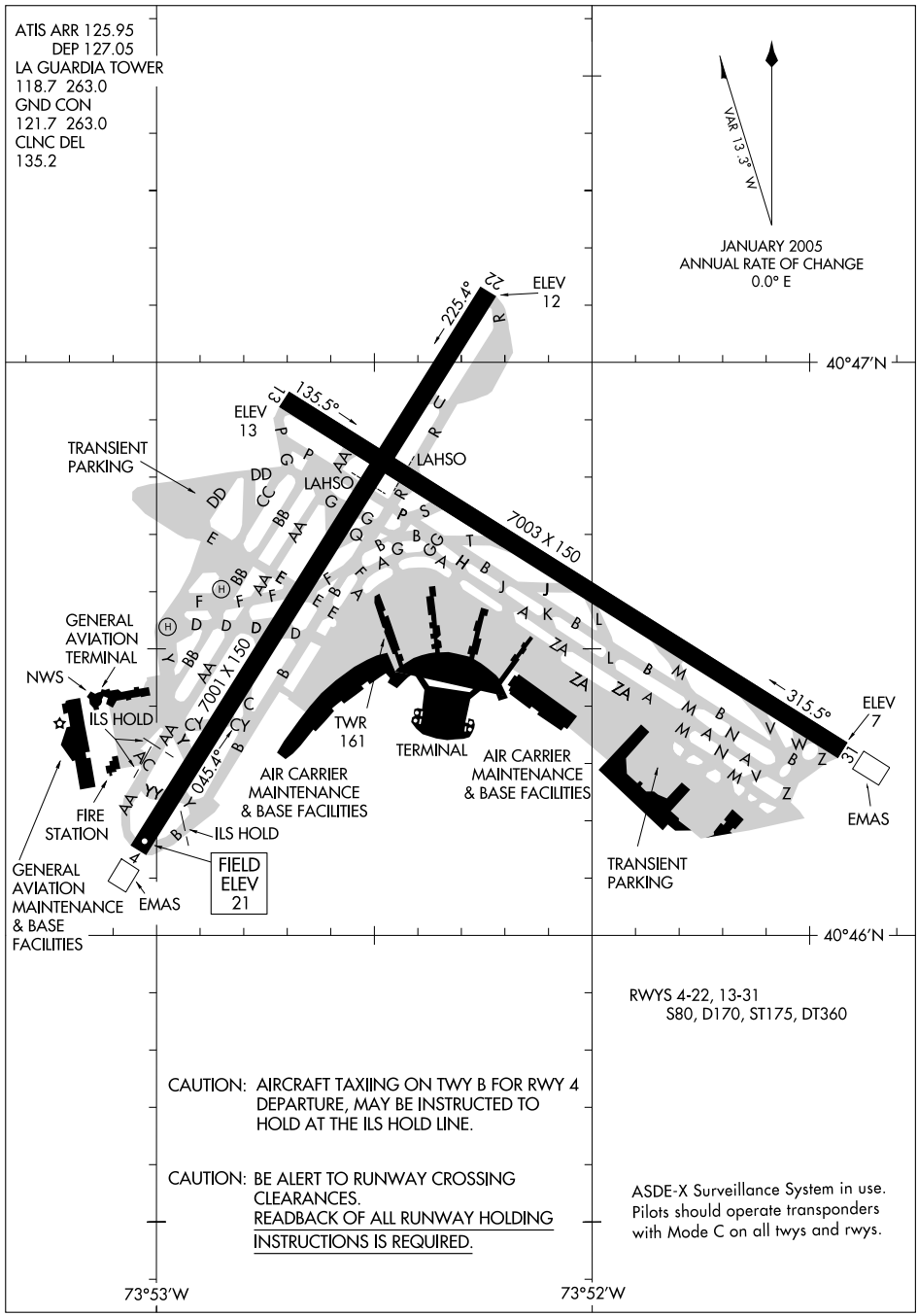
NE-2. 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

COPTER ILS/DME RWY 22

NEW YORK/LA GUARDIA (LGA)

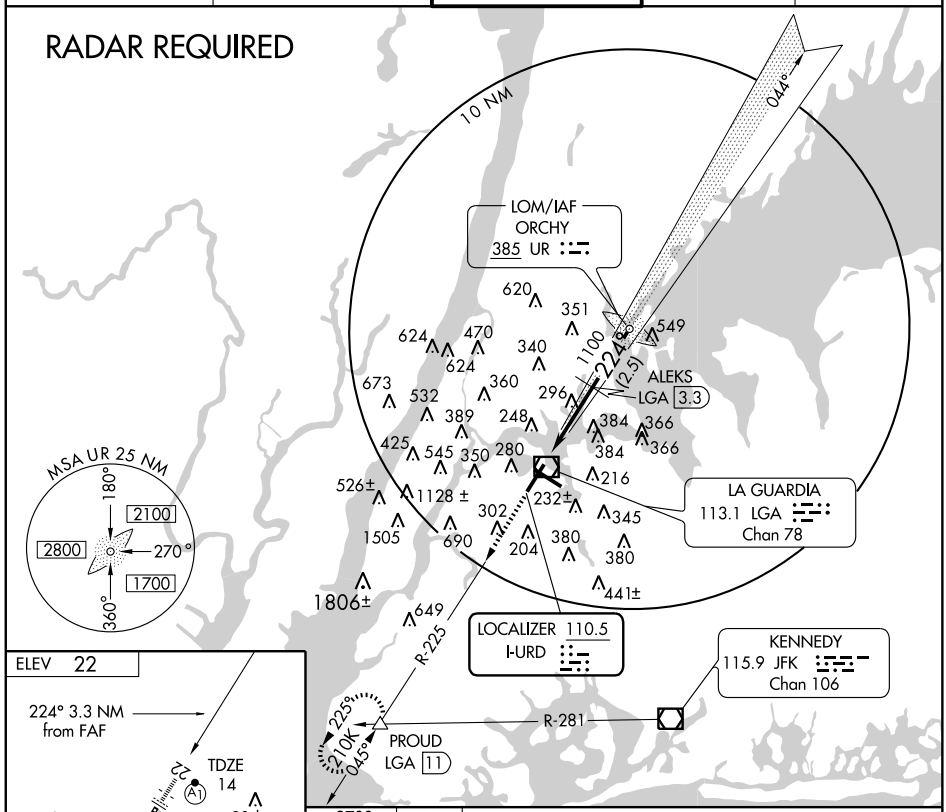
NA

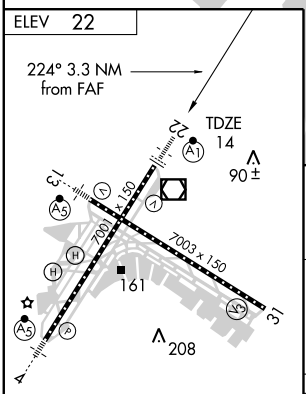
ALSF-1

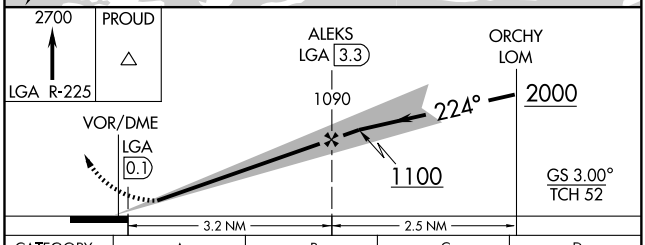
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
H-ILS 22	214/12 200 (200-½)	NA		
H-LOC 22	620/12 606 (700-½)	NA		
CIRCLING	NA			

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
250°	TDZE	N/A
	Apt Elev	22

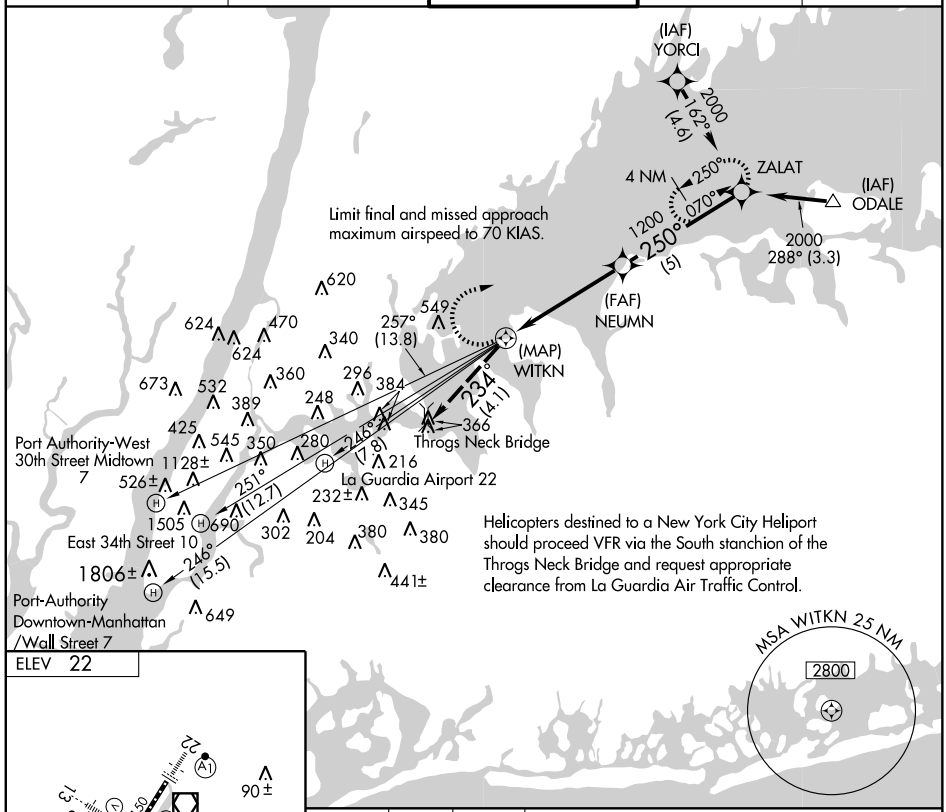
COPTER RNAV (GPS) 250°

NEW YORK/ LA GUARDIA (LGA)

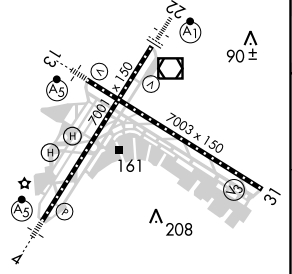
NA — Use La Guardia altimeter setting.

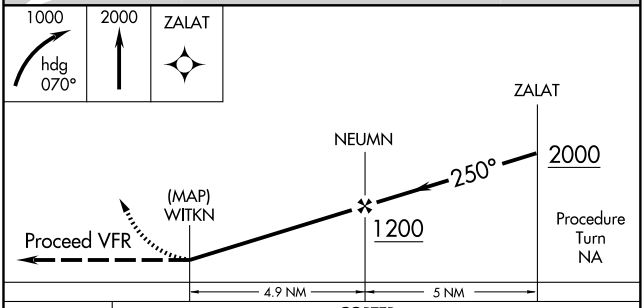
MISSED APPROACH: Climbing right turn to 1000 until heading through 070°, climb to 2000 direct ZALAT WP and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2



ELEV 22

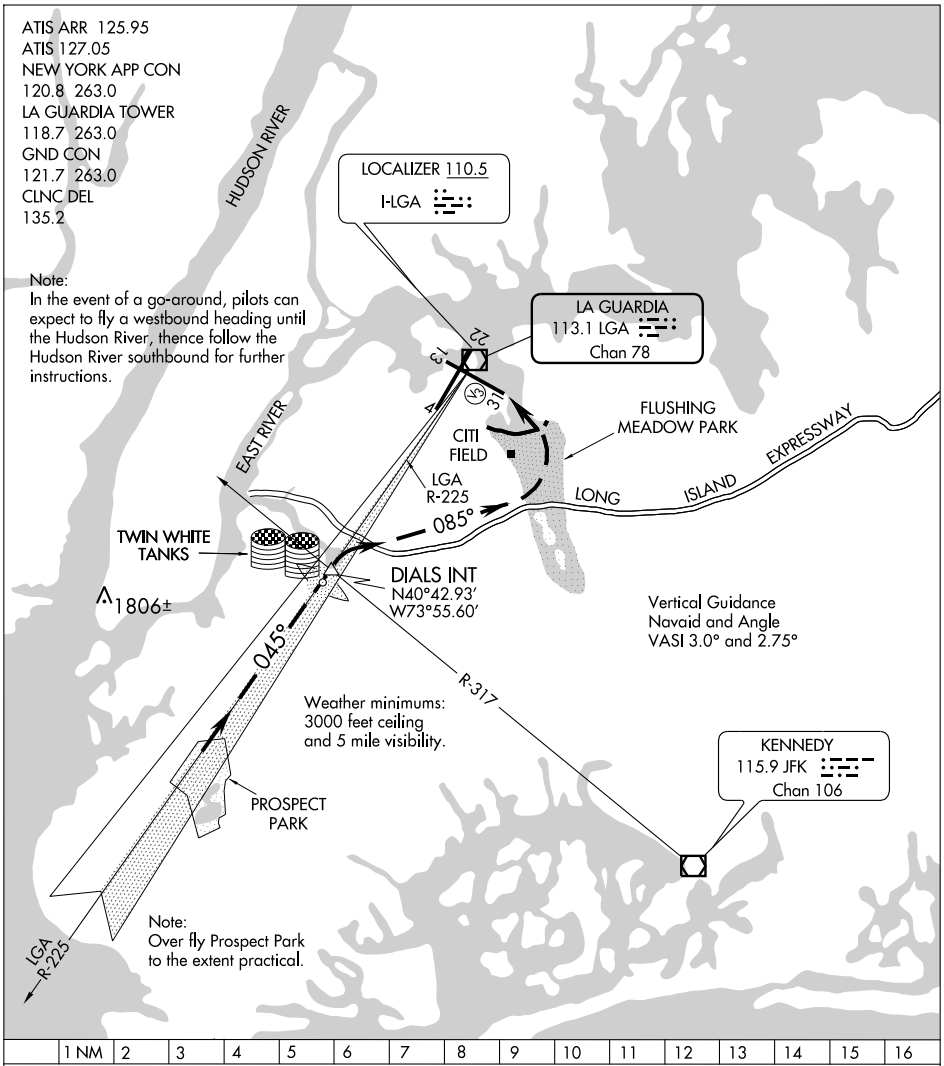




TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

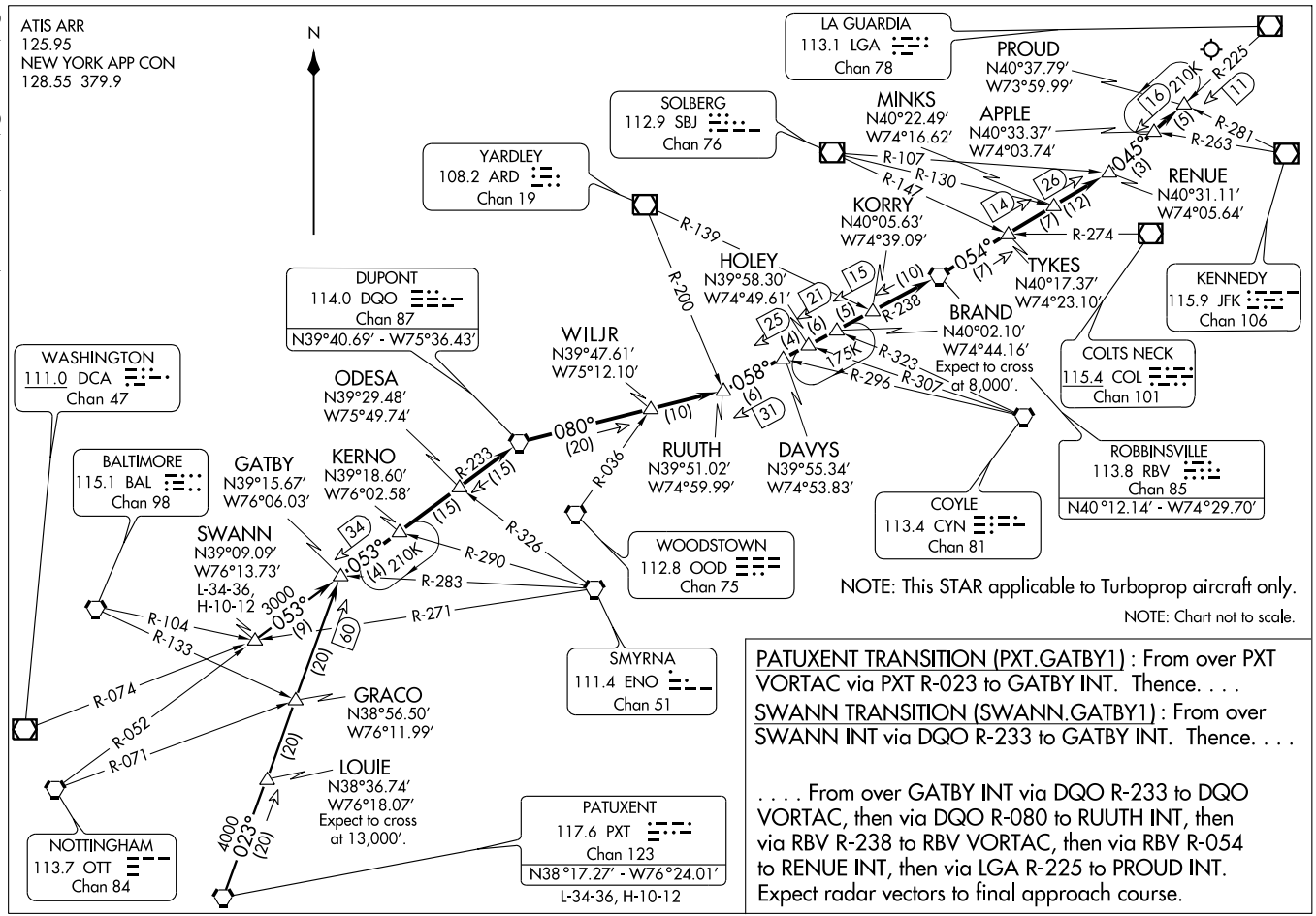
CATEGORY	COPTER
H-250°	480-¾ 351 (400-¾)
CIRCLING	NA

NE-2. 03 JUN 2010 to 01 JUL 2010



EXPRESSWAY VISUAL RWY 31

When cleared for an Expressway Approach to Rwy 31 (while on LGA VOR/DME R-225) cross DIALS INT at 2500 feet or above. Turn right at DIALS INT heading 085° and descend to Runway 31 via Long Island Expressway and Flushing Meadow Park. Use LGA Rwy 4 localizer for course guidance when LGA VOR is not available.



GATBY ONE ARRIVAL

(GATBY.GATBY1) 09351

ST-289 (FAA)

LA GUARDIA
NEW YORK, NEW YORK

GLDMN ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 494′ per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.

NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.

NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing GLDMN.

NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to GLDMN, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BIGGY TRANSITION (GLDMN1.BIGGY):
COATE TRANSITION (GLDMN1.COATE):
ELIOT TRANSITION (GLDMN1.ELIOT):
GAYEL TRANSITION (GLDMN1.GAYEL):
HAAYS TRANSITION (GLDMN1.HAAYS):
LANNA TRANSITION (GLDMN1.LANNA):
NEION TRANSITION (GLDMN1.NEION):
PARKE TRANSITION (GLDMN1.PARKE):

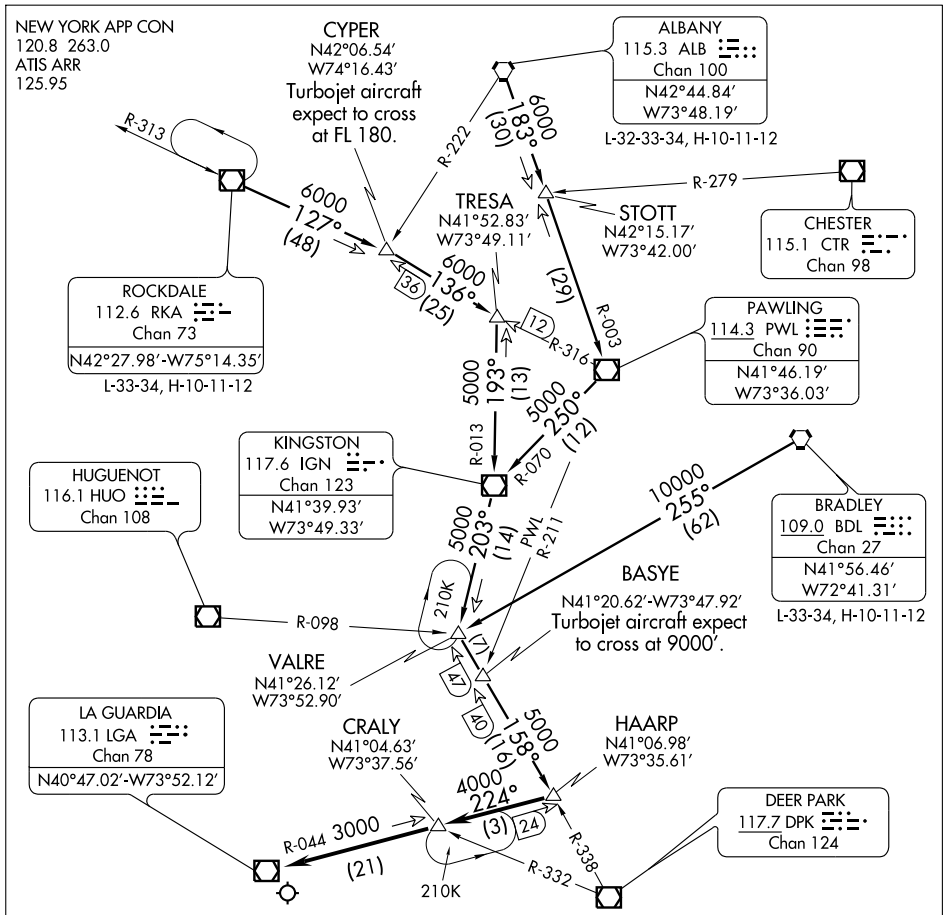
GAYEL
HAAYS
14000 *3900 332° (20)
14000 *3600 351° (22)
NEION
14000 *3900 310° (21)
COATE
14000 *2700 292° (24)
GRYDE
BMACK
14000 *2600 275° (40)
7000 *2100 327° (12)
7000 *2600 348° (24)
ELIOT
14000 *2500 263° (39)
MUNNZ
7000 *2000 286° (7)
PARKE
14000 *2200 263° (38)
TRMBL
317° (6) 7000 *2600
LANNA
14000 *2000 250° (39)
BIGGY
TRISK
7000
4000
Do not exceed 220 KIAS until passing TRISK.
134°
185°
KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE
248° (3)
301° (4)
GLDMN
10000
6000
Do not exceed 230 KIAS until passing GLDMN
SHIPP
DIXIE
WAVEY
WHITE

N

NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

HAARP ONE ARRIVAL



NOTE: RADAR required.
NOTE: STAR applicable to turbojet aircraft and turboprop aircraft operating at greater than 250 KIAS.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.HAARP1): From over ALB VORTAC via PWL R-003 to PWL VOR/DME, then via PWL R-250 and IGN R-070 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

BRADLEY TRANSITION (BDL.HAARP1): From over BDL VORTAC via BDL R-255 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

ROCKDALE TRANSITION (RKA.HAARP1): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT, then via DPK R-338 to HAARP INT, thence. . . .

. . . .From over HAARP INT via LGA R-044 to CRALY INT, then via LGA R-044 to LGA VOR/DME. Expect radar vectors to final approach course.

LOC I-LGA	APP CRS	Rwy Idg	7001
110.5	044°	TDZE	21
		Apt Elev	21

ILS or LOC RWY 4

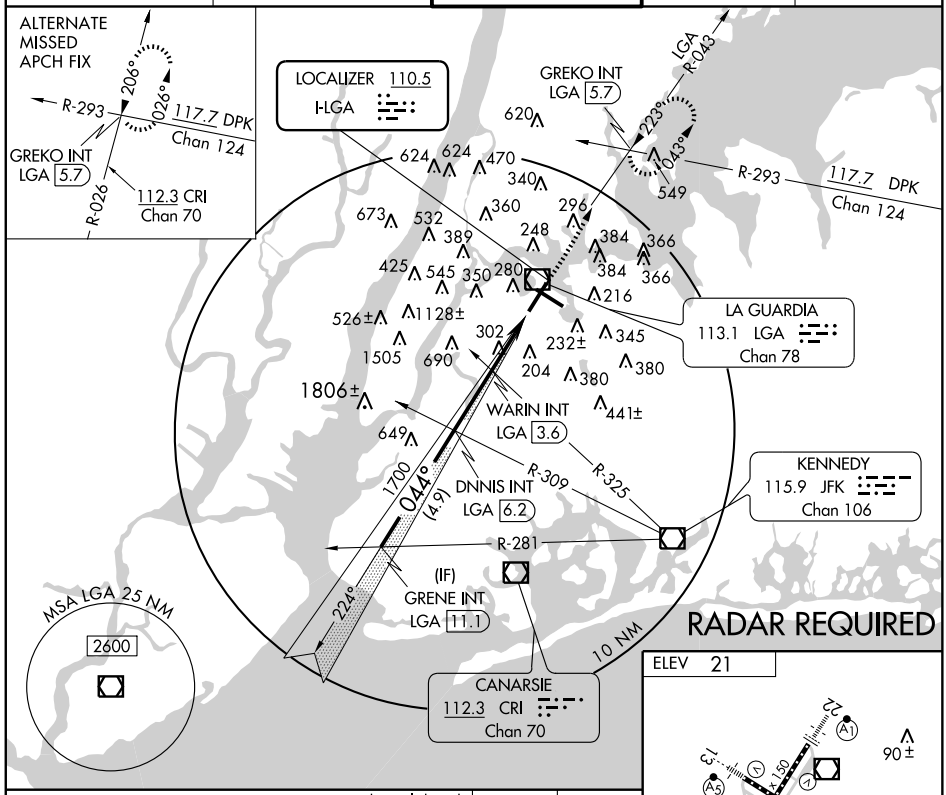
NEW YORK/LA GUARDIA (LGA)

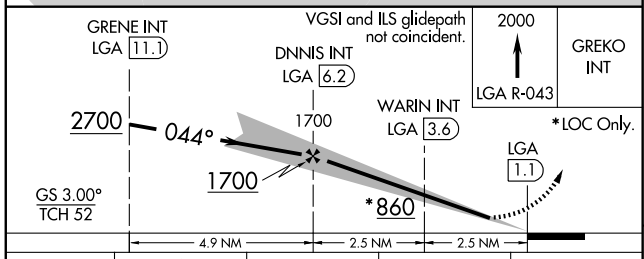
When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 4 Cats A/B visibility to RVR 5000.

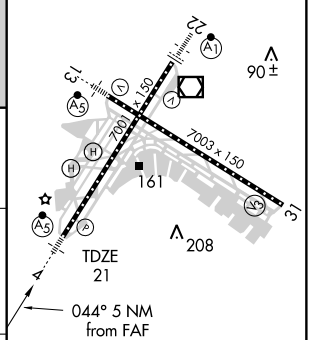
MALSR

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to GREKO INT/LGA 5.7 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
S-ILS 4	305/40	284 (300-¾)		
S-LOC 4	560/40	539 (600-¾)	560/50 539 (600-1)	560/60 539 (600-1¼)
CIRCLING	640-1	619 (700-1)	640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:02	3:22	2:31	2:01	1:41

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-GDI	APP CRS	Rwy Idg	7003
108.5	134°	TDZE	13
Chan 22		Apt Elev	22

ILS or LOC RWY 13

NEW YORK/LA GUARDIA (LGA)

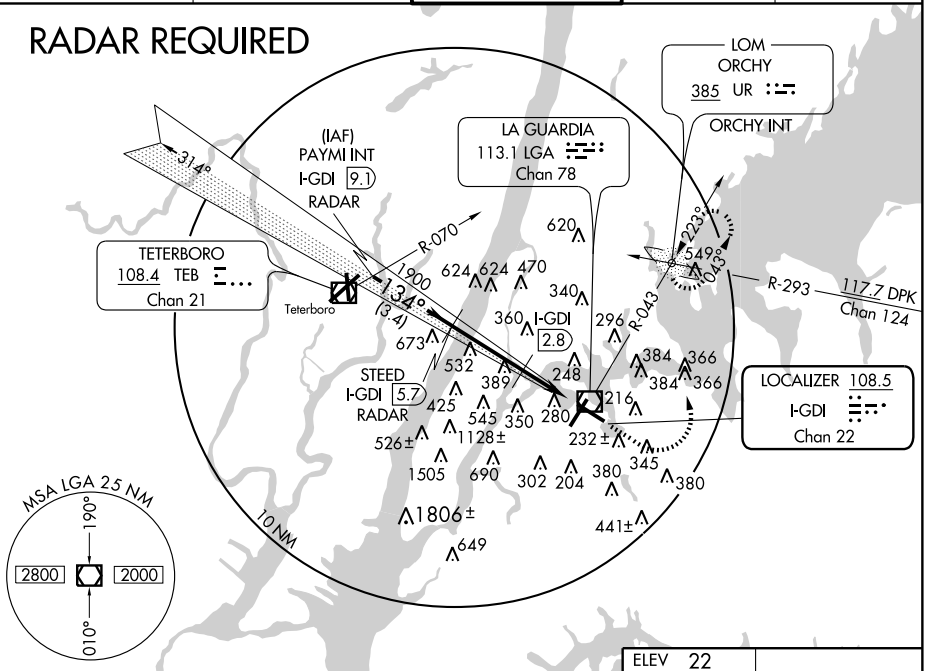
DME or RADAR required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

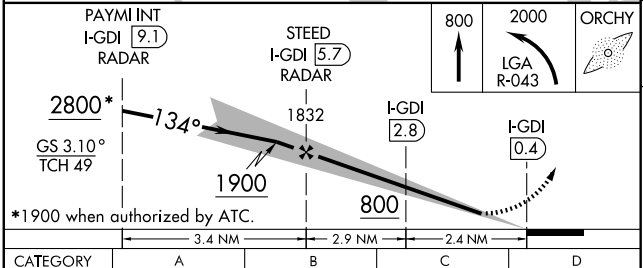
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

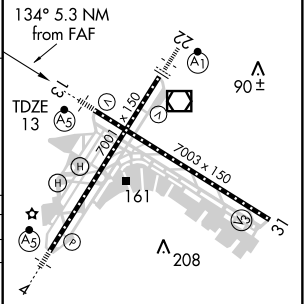
RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 13		**213/24	200 (200-½)	
S-LOC 13	800/24 787 (800-½)	800/40 787 (800-¾)	800-1¾ 787 (800-1¾)	800-2 787 (800-2)
CIRCLING	800-1 778 (800-1)	800-1¼ 778 (800-1¼)	800-2¼ 778 (800-2¼)	800-2½ 778 (800-2½)
DME MINIMUMS				
S-LOC 13	500/24 487 (500-½)		500/40 487 (500-¾)	500/50 487 (500-1)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

ELEV 22



TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-URD	APP CRS	Rwy Idg	7001
110.5	224°	TDZE	14
		Apt Elev	22

ILS or LOC RWY 22

NEW YORK/LA GUARDIA (LGA)

ALSF-1

MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT/LGA 11 DME and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED

MSA LGA 25 NM: 190°–010°, 2800 / 2000

10 NM

YOMAN INT LGA 10.8 RADAR

GREKO INT LGA 5.7 RADAR

044° R-043 224° (5.1) 1900 R-306 R-293 R-225 R-281

117.7 DPK Chan 124

117.7 DPK Chan 124

LA GUARDIA 113.1 LGA Chan 78

KENNEDY 115.9 JFK Chan 106

LOCALIZER 110.5 I-URD

PROUD LGA 11

225° 210K 045°

624 624 470 340 673 532 360 296 389 248 549 425 545 350 280 384 366 384 366 216 526± 1128± 232± 302 345 1505 690 204 380 380 1806± 441± 649

2700 LGA R-225

PROUD

GREKO INT LGA 5.7 RADAR

YOMAN INT LGA 10.8 RADAR

3000

1900

224°

1900

GS 3.00° TCH 52

5.7 NM 5.1 NM

ELEV 22

224° 5.7 NM from FAF

TDZE 14

90±

13 23 31

700 x 150

7003 x 150

161

208

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

CATEGORY	A	B	C	D
S-ILS 22	214/18	200 (200-½)		
S-LOC 22	620/24	606 (600-½)	620/60 606 (600-1¼)	620-1½ 606 (600-1½)
CIRCLING	620-1	598 (600-1)	620-1¾ 598 (600-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

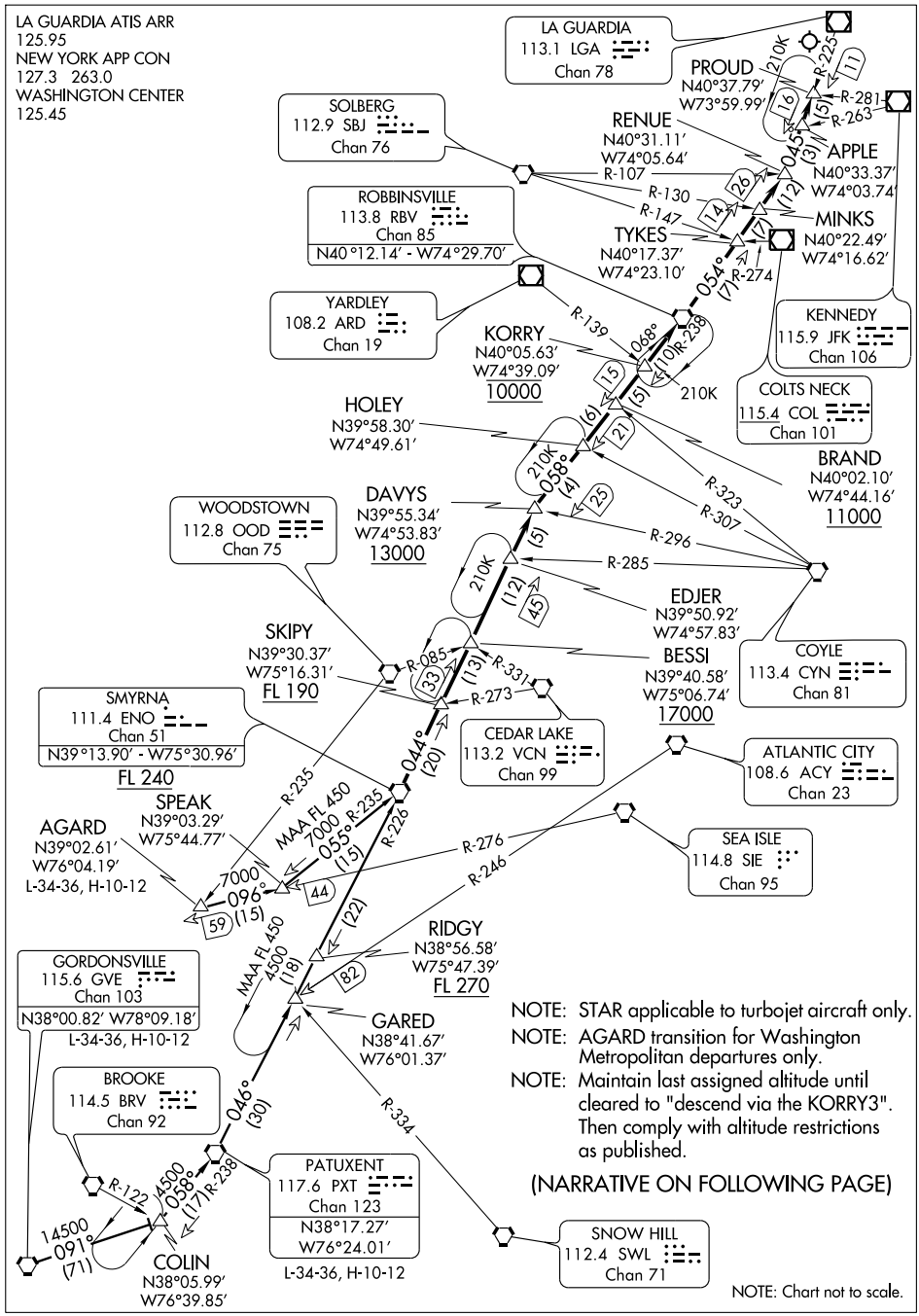
NE-2. 03 JUN 2010 to 01 JUL 2010

(ENO.KORRY3) 09295

ST-289 (FAA)

KORRY THREE ARRIVAL

LA GUARDIA
NEW YORK, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

KORRY THREE ARRIVAL (ENO.KORRY3)

ARRIVAL ROUTE DESCRIPTION

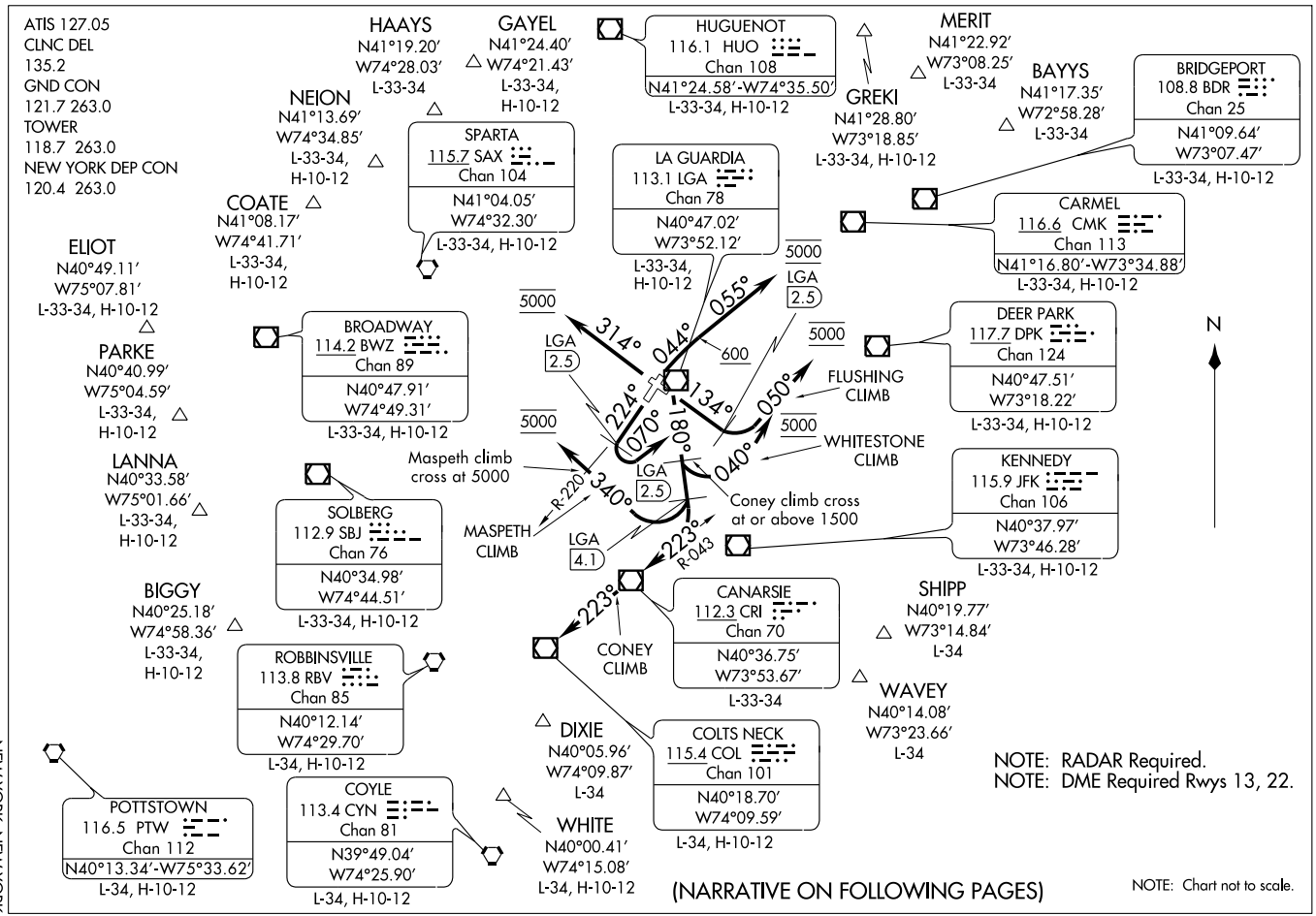
AGARD TRANSITION (AGARD.KORRY3): From over AGARD INT via SIE R-276 and ENO R-235 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.KORRY3): From over GVE VORTAC via GVE R-091 and PXT R-238 to PXT VORTAC, then via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

PATUXENT TRANSITION (PXT.KORRY3): From over PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

. . . . From over ENO VORTAC via ENO R-044 to DAVYS INT, then via RBV R-238 to RBV VORTAC, then via RBV R-054 to RENUE INT, then via LGA R-225 to PROUD INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010



(LGA2.LGA) 10042

LA GUARDIA TWO DEPARTURE

SI-289 (FAA)

NEW YORK/LA GUARDIA (LGA)
NEW YORK, NEW YORK

LA GUARDIA TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 044° to 600', then right turn heading 055°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Coney Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC): Climbing right turn heading 180° to intercept CRI R-043, do not exceed 230 knots until intercepting CRI R-043, to CRI VOR/DME then on CRI R-223, cross LGA 2.5 DME at or above 1500', maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Flushing Climb): Climb heading 134° to LGA 2.5 DME, then left turn heading 050°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Maspeth Climb: TURBOJET AIRCRAFT ONLY - Minimum ATC climb gradient 900' per NM to 1500', if unable, advise ATC.): Climbing right turn heading 180° to LGA 4.1 DME, then right turn heading 340°, cross LGA R-220 at and maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 13 (Whitestone Climb): Climbing right turn heading 180° to LGA 2.5 DME, then left turn heading 040°, do not exceed 210 knots until established on heading 040°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 22: Climb heading 224° to LGA 2.5 DME, then left turn heading 070°, maintain 5000', Thence. . . .
TAKE-OFF RUNWAY 31: Climb heading 314° (or as assigned by ATC), maintain 5000', Thence. . . .

. . . .via radar vectors to assigned ROUTE/FIX. Expect clearance to filed altitude/flight level 10 minutes after departure.

NOTE: BIGGY, ELIOT, LANNA, and PARKE departures do not exceed 250 knots until reaching 11,000'.
NOTE: BAYYS departures expect vectors to BDR/BDR R-054.
NOTE: COATE departures expect vectors to SAX/SAX R-311.
NOTE: RWY 31 departures expect turn on course leaving 6000'.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL/COL R-204.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: HAAYS departures expect vectors to HUO.

(CONTINUED ON FOLLOWING PAGE)

NE-2, 03 JUN 2010 to 01 JUL 2010

(CONTINUED)

TAKE-OFF OBSTACLES

Rwy 4: Bridge 2.1 NM from DER, 3754′ right of centerline, 345′ AGL/384′ MSL.
Bush and Terrain beginning 99′ from DER, 114′ left of centerline, up to 16′ AGL/33′ MSL.
Rwy 13: Numerous buildings beginning 1.9 NM from DER, 741′ right of centerline, up to 280′ AGL/345′ MSL.
Multiple buildings, Stacks, Bush and Fence Lights beginning 98′ from DER, 168′ left of centerline, up to 211′ AGL/271′ MSL.
Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL.
Rwy 22: Multiple Trees, Buildings and Blast Fence beginning 109′ from DER, 138′ right of centerline, up to 222′ AGL/302′ MSL.
Multiple Trees and Buildings beginning 165′ from DER, 150′ left of centerline, up to 72′ AGL/102′ MSL.
Rwy 31: Stack 1.3 NM from DER, 2014′ left of centerline, 250′ AGL/268′ MSL.

TAKE-OFF MINIMUMS:
Rwy 4: 400-2½ or STANDARD with minimum climb of 230′ per NM to 600.
Rwy 13: 400-2¼ or STANDARD with minimum climb of 280′ per NM to 500.
Rwy 22: 300-2¼ or STANDARD with minimum climb of 210′ per NM to 400.
Rwy 31: 300-1½ or STANDARD with minimum climb of 260′ per NM to 400.

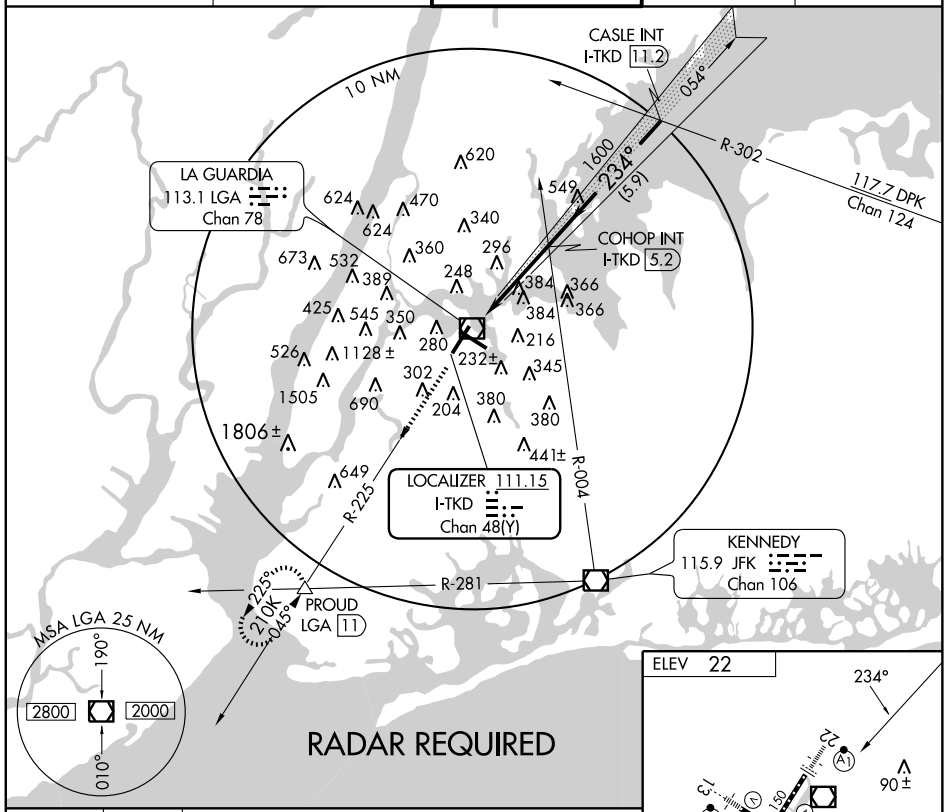
LOC/DME I-TKD	APP CRS	Rwy Idg	N/A
111.15	234°	TDZE	N/A
Chan 48 (Y)		Apt Elev	22

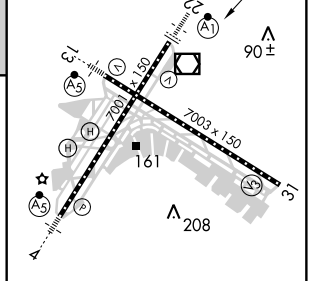
LDA-A

NEW YORK/LA GUARDIA (LGA)

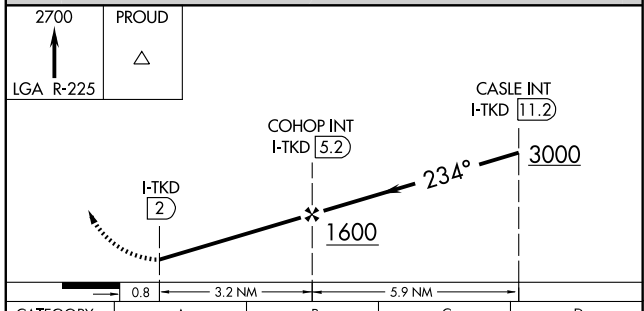
MISSED APPROACH: Climb to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2





TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

NE-2, 03 JUN 2010 to 01 JUL 2010

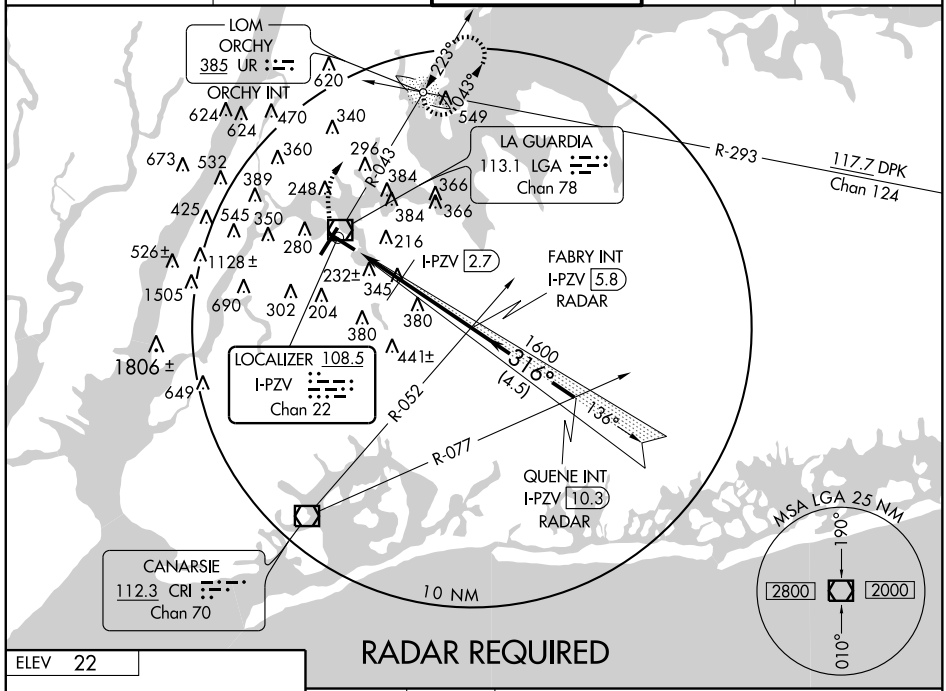
LOC/DME I-PZV	APP CRS	Rwy Idg	7003
108.5	316°	TDZE	8
Chan 22		Apt Elev	22

LOC RWY 31

NEW YORK/LA GUARDIA (LGA)

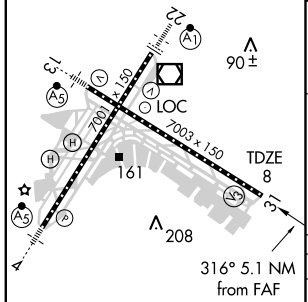
MISSED APPROACH: Climbing right turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2



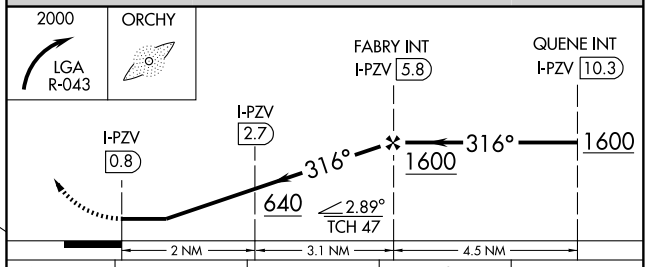
RADAR REQUIRED

ELEV 22



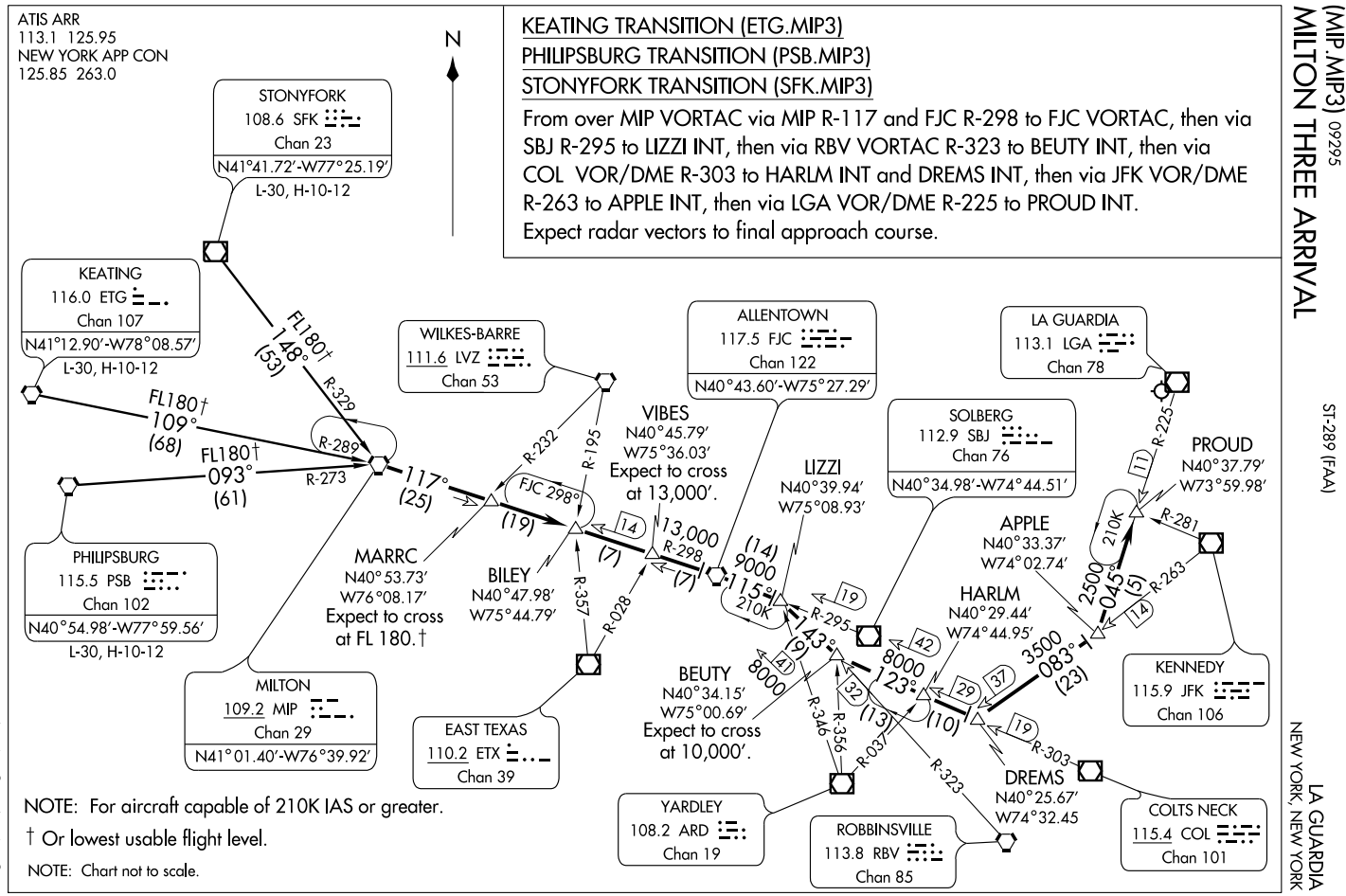
TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

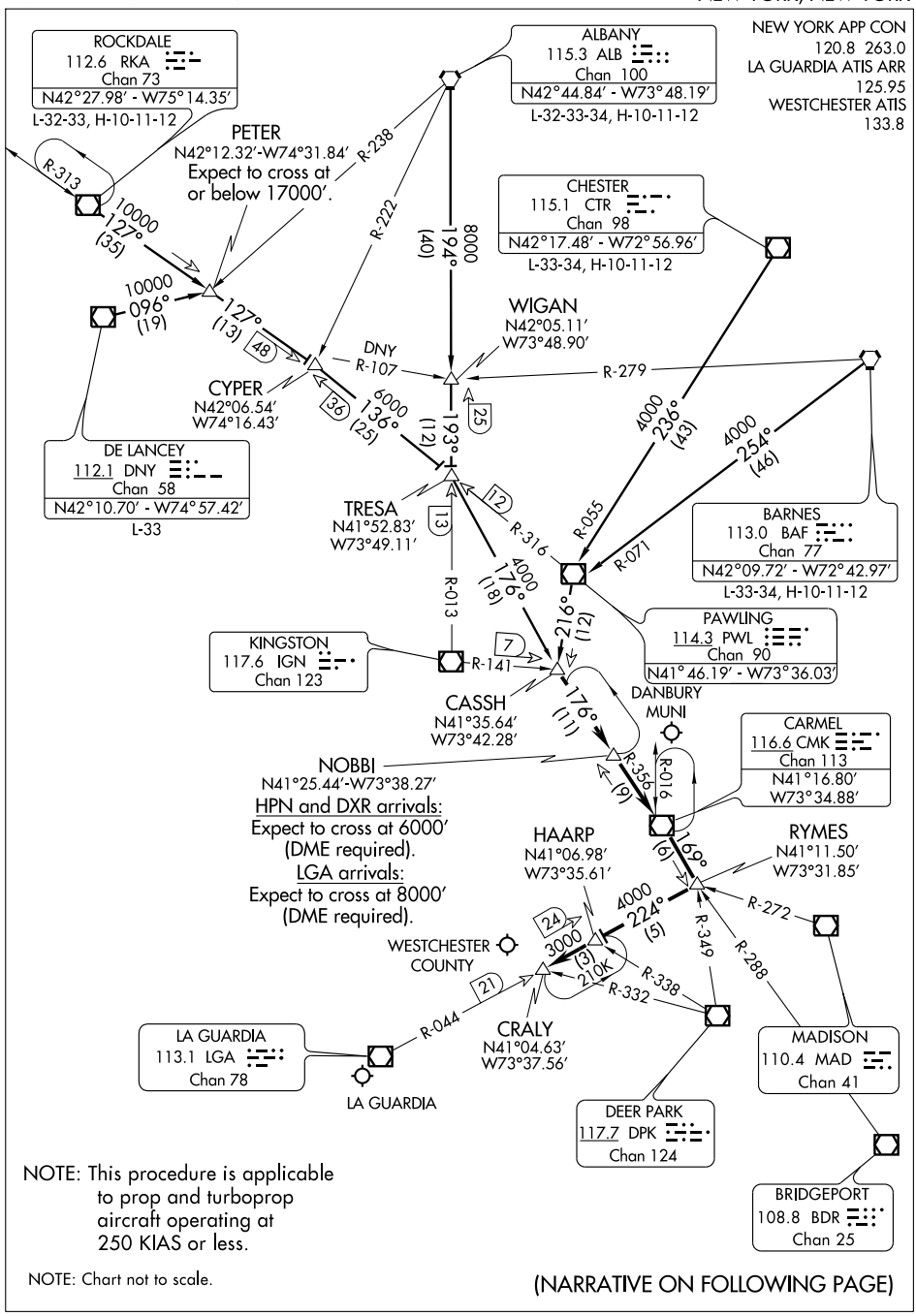


CATEGORY	A	B	C	D
S-31	640/50 632 (700-1)		640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)
DME MINIMUMS				
S-31	600/50 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	600-1 578 (600-1)		620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

NE-2, 03 JUN 2010 to 01 JUL 2010


ATIS ARR
113.1 125.95
NEW YORK APP CON
125.85 263.0
N
KEATING TRANSITION (ETG.MIP3)
PHILIPSBURG TRANSITION (PSB.MIP3)
STONYFORK TRANSITION (SFK.MIP3)
From over MIP VORTAC via MIP R-117 and FJC R-298 to FJC VORTAC, then via SBJ R-295 to LIZZI INT, then via RBV VORTAC R-323 to BEUTY INT, then via COL VOR/DME R-303 to HARLM INT and DREMS INT, then via JFK VOR/DME R-263 to APPLE INT, then via LGA VOR/DME R-225 to PROUD INT.
Expect radar vectors to final approach course.
STONYFORK
108.6 SFK
Chan 23
N41°41.72'-W77°25.19'
L-30, H-10-12
KEATING
116.0 ETG
Chan 107
N41°12.90'-W78°08.57'
L-30, H-10-12
PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98'-W77°59.56'
L-30, H-10-12
MILTON
109.2 MIP
Chan 29
N41°01.40'-W76°39.92'
WILKES-BARRE
111.6 LVZ
Chan 53
EAST TEXAS
110.2 ETX
Chan 39
ALLENTOWN
117.5 FJC
Chan 122
N40°43.60'-W75°27.29'
LA GUARDIA
113.1 LGA
Chan 78
SOLBERG
112.9 SBJ
Chan 76
N40°34.98'-W74°44.51'
YARDLEY
108.2 ARD
Chan 19
ROBBINSVILLE
113.8 RBV
Chan 85
KENNEDY
115.9 JFK
Chan 106
COLTS NECK
115.4 COL
Chan 101
FL180† 148° (53)
R-329
FL180† 109° (68)
R-289
FL180† 093° (61)
R-273
117° (25)
R-232
R-195
FJC 298° (19)
14
13,000
R-298
(7)
VIBES
N40°45.79'
W75°36.03'
Expect to cross at 13,000'.
MARRC
N40°53.73'
W76°08.17'
Expect to cross at FL 180.†
BILEY
N40°47.98'
W75°44.79'
R-357
R-028
LIZZI
N40°39.94'
W75°08.93'
(14) 9000
115
210K
19
R-295
(9) 143°
8000
41
R-346
R-356
R-033
BEUTY
N40°34.15'
W75°00.69'
Expect to cross at 10,000'.
42
8000
123°
(13)
32
29
37
(10)
19
R-303
R-323
DREMS
N40°25.67'
W74°32.45
HARLM
N40°29.44'
W74°44.95'
3500
083°
(23)
APPLE
N40°33.37'
W74°02.74'
2500
045°
(5)
14
R-263
11
R-225
210K
PROUD
N40°37.79'
W73°59.98'
R-281
NOTE: For aircraft capable of 210K IAS or greater.
† Or lowest usable flight level.
NOTE: Chart not to scale.
MILTON THREE ARRIVAL (MIP.MIP3) 09295
ST-289 (FAA)
LA GUARDIA
NEW YORK, NEW YORK

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

NTHNS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.
NOTE: WAVEY/SHIPP departures can expect vectors on course prior to CRI VOR/DME.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 497′ per NM to 6000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

134°
185°
KIWIE
7000
2500
Do not exceed 210 KIAS until passing KIWIE.
198°
(2)
3500
*1500
230°
(5)
NTHNS
7000
3500
Do not exceed 220 KIAS until passing NTHNS.
4500
*1300
224°
(3)
CANARSIE
CRI
METSS
6000
SHIPP △
WAVEY △
6000
*1600
220°
(11)
WIDJT
7000
*1700
236°
(8)
COLTS NECK
COL
13100
*1700
259°
(17)
ROBBINSVILLE
RBV
13500
*1700
205°
(19)
WHITE △

NOTE: Chart not to scale.

DEPARTURE ROUTE DISCRIPTION

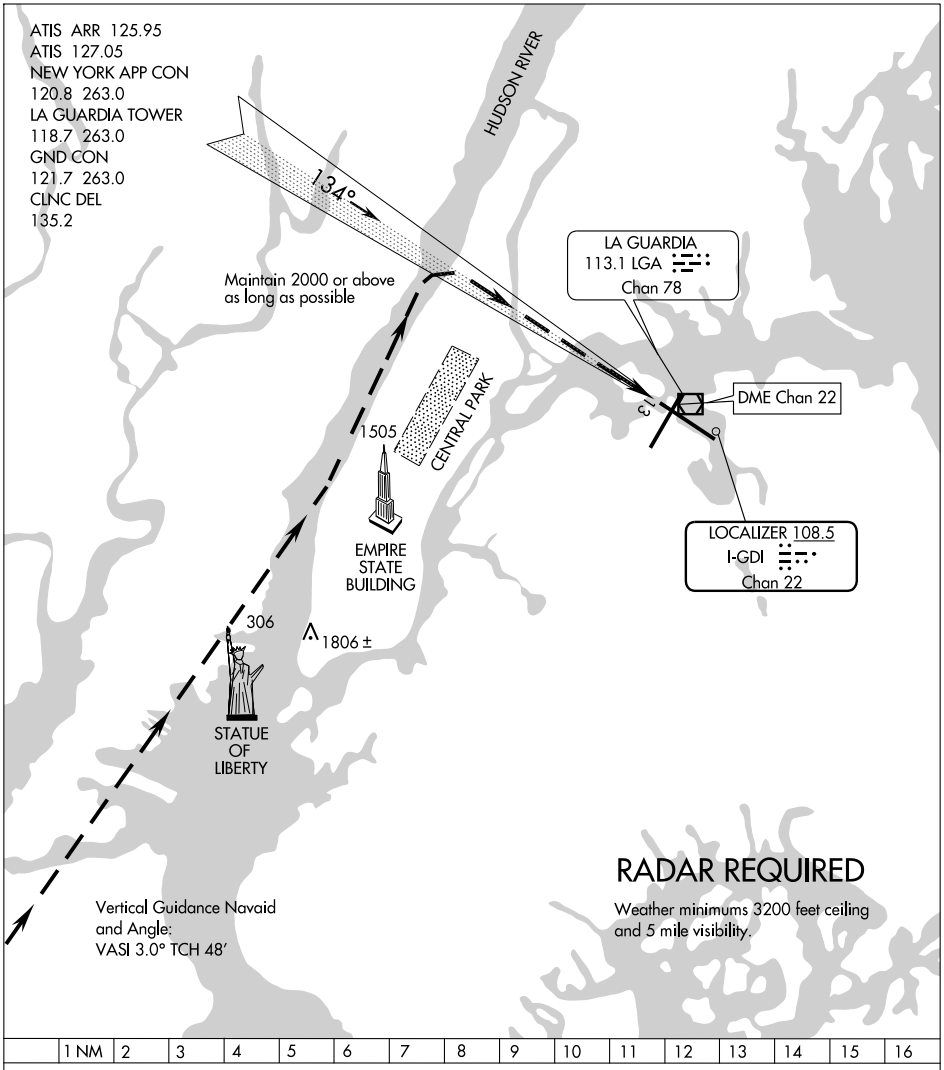
TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to NTHNS, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

ROBBINSVILLE TRANSITION (NTHNS1.RBV):
WHITE TRANSITION (NTHNS1.WHITE):

RIVER VISUAL RWY 13

AL-289 (FAA)



RIVER VISUAL RWY 13

When cleared for a RIVER VISUAL Rwy 13 approach, remain over the Hudson River until starting the turn to final approach north of Central Park. Expect 3500 feet until abeam Central Park (2500 feet when authorized by ATC).

APP CRS	Rwy Idg	N/A
234°	TDZE	N/A
	Apt Elev	22

RNAV (GPS) -B

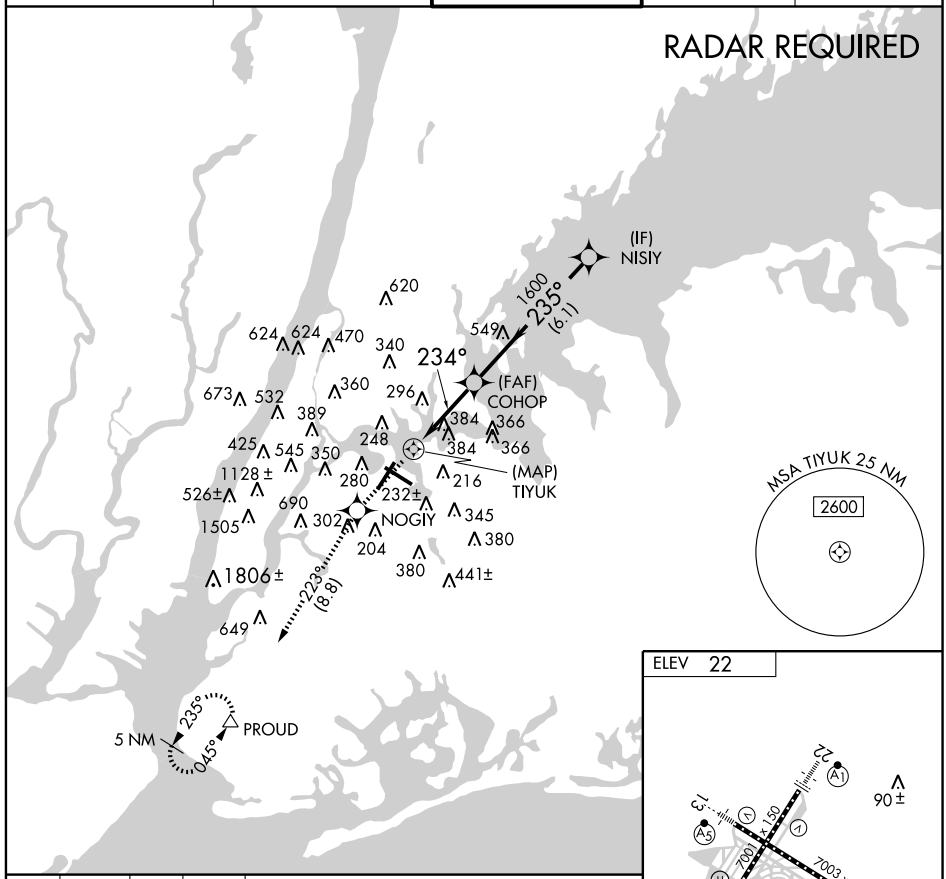
NEW YORK/ LA GUARDIA (LGA)

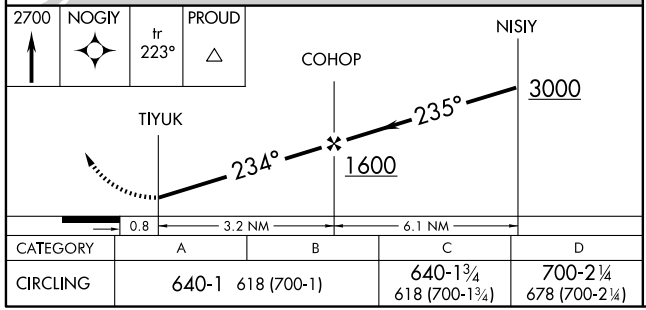
DME/DME RNP-0.3 NA.

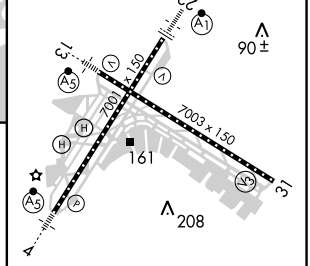
MISSED APPROACH: Climb to 2700 direct NOGIY and via 223° track to PROUD and hold.

ATIS ARR	ATIS DEP	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
125.95	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	640-1 618 (700-1)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 65618 W13A	APP CRS 134°	Rwy Idg 7003 TDZE 13 Apt Elev 22

RNAV (GPS) RWY 13

NEW YORK/ LA GUARDIA (LGA)

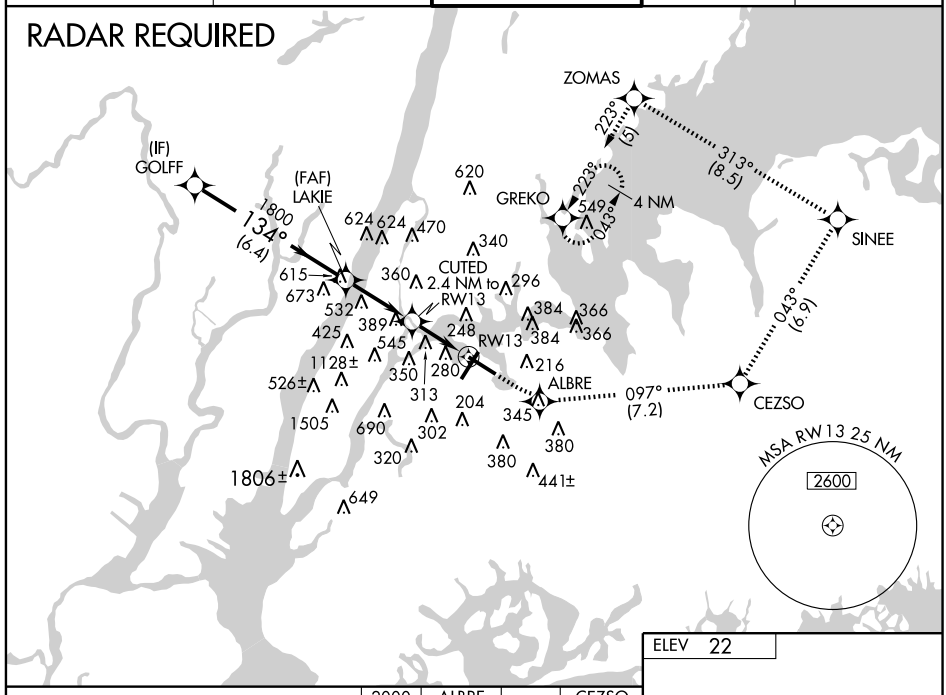
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

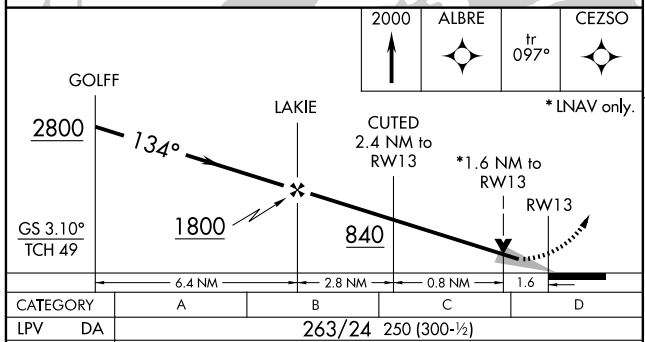
MALSR

MISSED APPROACH: Climb to 2000 direct ALBRE and via 097° track to CEZSO and via 043° track to SINEE and left turn via 313° track to ZOMAS and via 223° track to GREKO and hold.

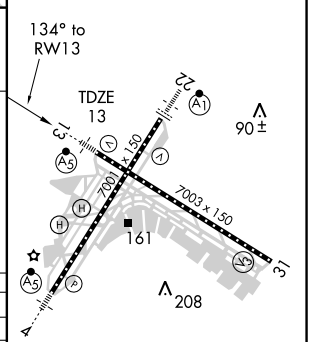
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	263/24 250 (300-½)			
LNAV/ VNAV DA	679-1¾ 666 (700-1¾)			
LNAV MDA	580/24 567 (600-½)		580/50 567 (600-1)	580/60 567 (600-1¼)
CIRCLING	680-2¼ 658 (700-2¼)			700-2¼ 678 (700-2¼)



TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7003
314°	TDZE	8
	Apt Elev	22

RNAV (GPS) RWY 31

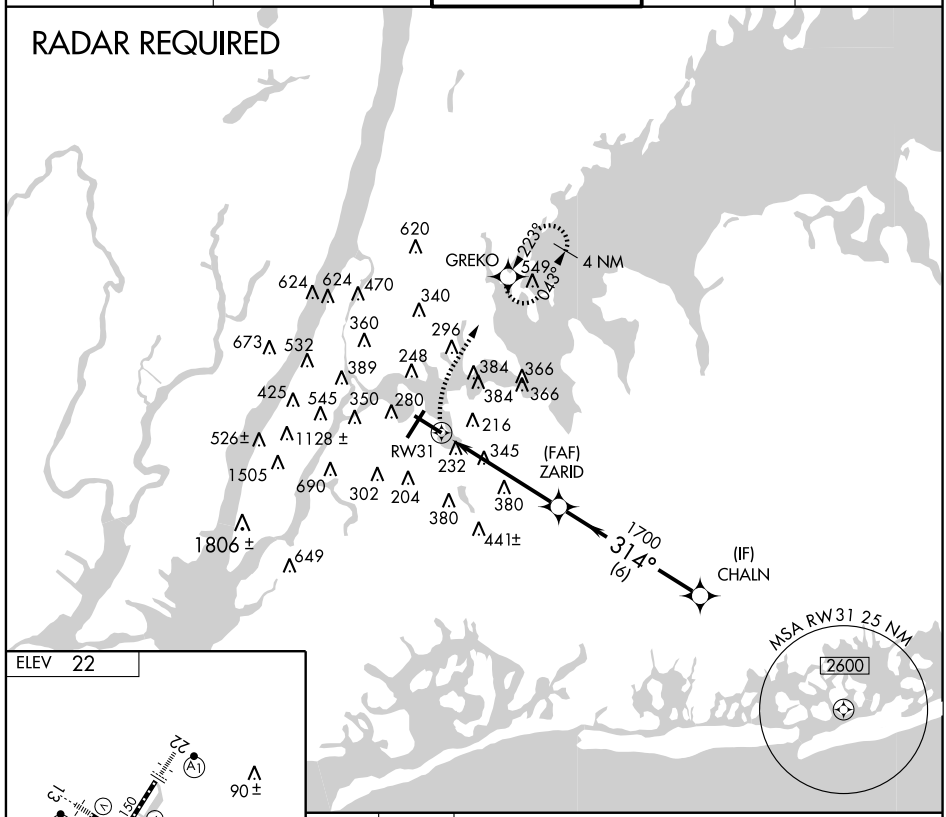
NEW YORK/ LA GUARDIA (LGA)

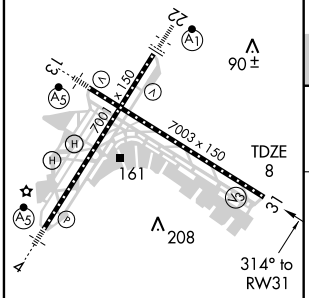
DME/DME RNP-0.3 NA.

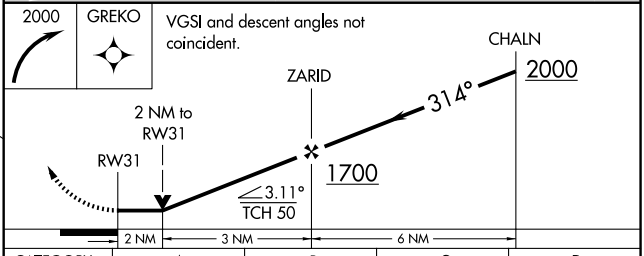
MISSED APPROACH: Climbing right turn to 2000 direct GREKO and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	640/50	632 (700-1)	640-1¾ 632 (700-1¾)	640-2 632 (700-2)
CIRCLING	640-1	618 (700-1)	640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 60918 W04A	APP CRS 044°	Rwy Idg 7001 TDZE 21 Apt Elev 21

RNAV (GPS) Y RWY 4

NEW YORK/ LA GUARDIA (LGA)

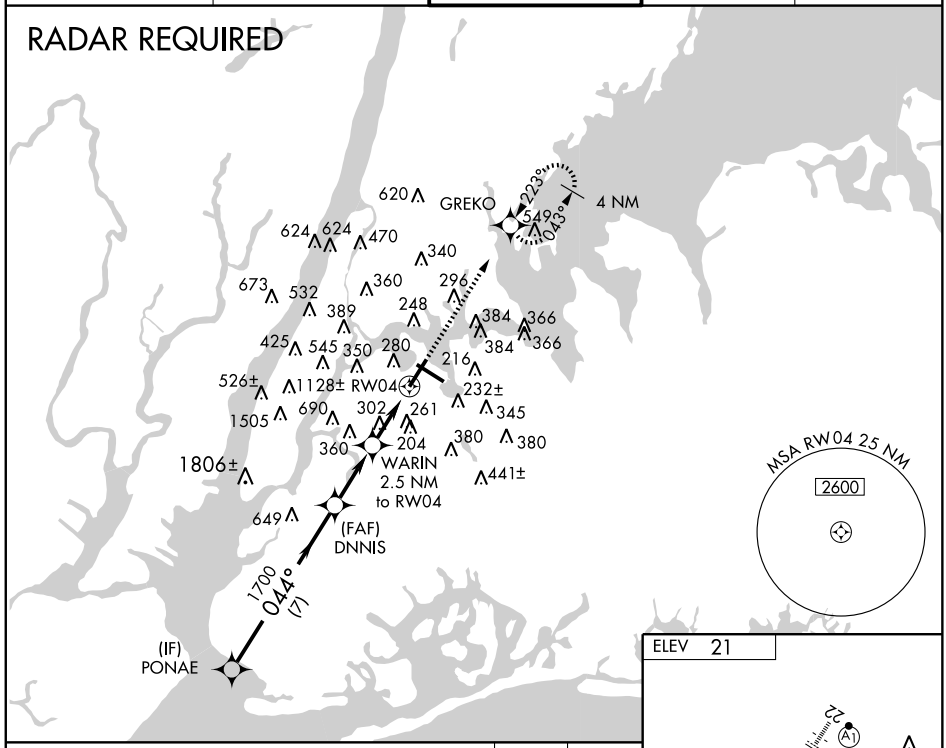
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MALSR

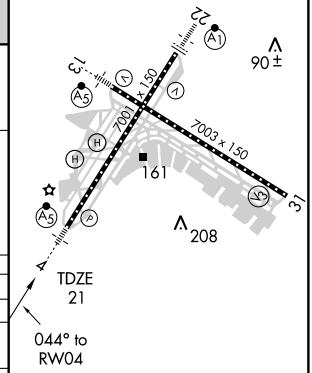
MISSED APPROACH: Climb to 2000 direct GREKO and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

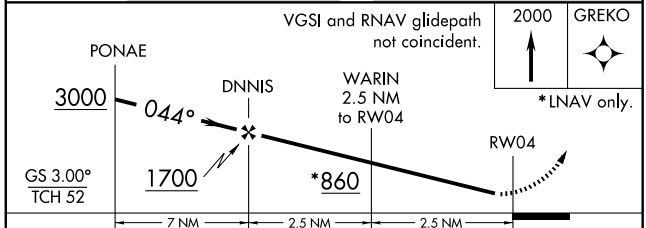
RADAR REQUIRED



ELEV 21



TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31



CATEGORY	A	B	C	D
LPV DA	323/50 302 (400-1)			
LNAV/ VNAV DA	566-1½ 545 (600-1½)			
LNAV MDA	560/50 539 (600-1)			560/60 539 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1½ 619 (700-1½)	700-2¼ 679 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 70318 W22A	APP CRS 224°	Rwy Idg 7001 TDZE 12 Apt Elev 21

RNAV (GPS) Y RWY 22

NEW YORK/ LA GUARDIA (LGA)

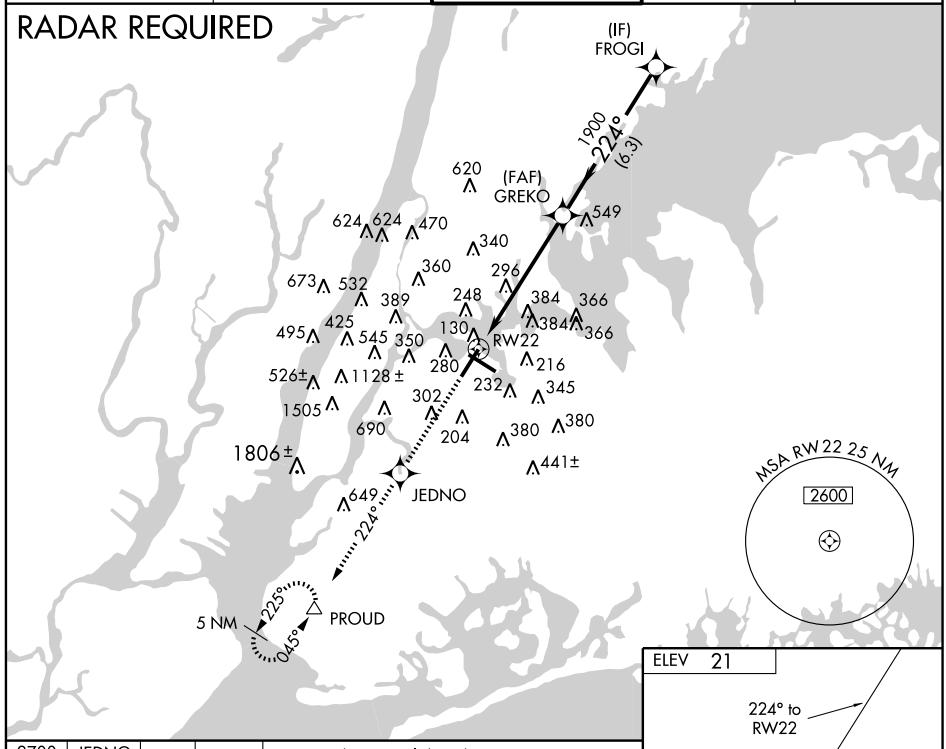
When VGSI inoperative, Circling Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-1

MISSED APPROACH: Climb to 2700 direct JEDNO and via 224° track to PROUD and hold.

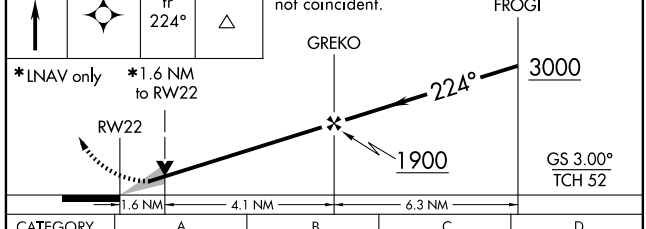
ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

RADAR REQUIRED



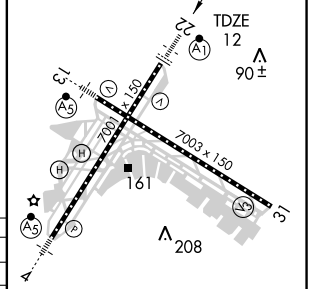
2700	JEDNO	tr 224°	PROUD

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	264/24 250 (300-½)			
LNAV/ VNAV DA	527/60 515 (500-1¼)			
LNAV MDA	580/24 568 (600-½)		580/50 568 (600-1)	580/60 568 (600-1¼)
CIRCLING	640-1 619 (700-1)		640-1¾ 619 (700-1¾)	700-2¼ 679 (700-2¼)

ELEV 21



TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7001
044°	TDZE	21
	Apt Elev	21

RNAV (RNP) Z RWY 4

NEW YORK/ LA GUARDIA (LGA)

GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (118°F). Inoperative table does not apply to RNP 0.18. For inoperative MALSR, increase RNP 0.30 visibility to 1½.

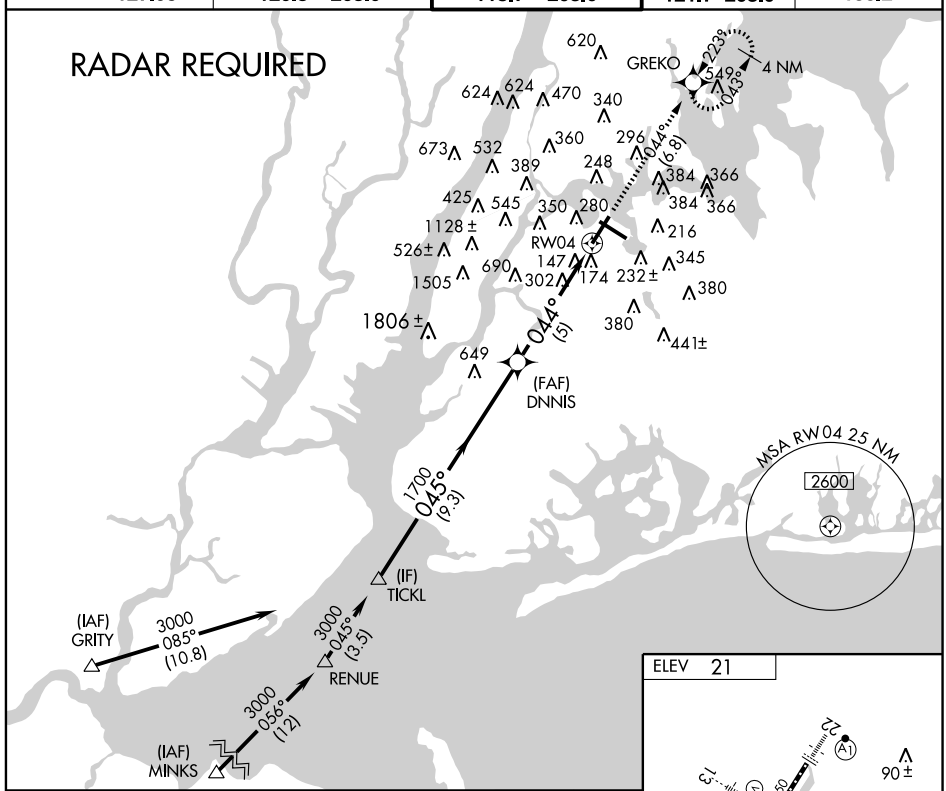
NA

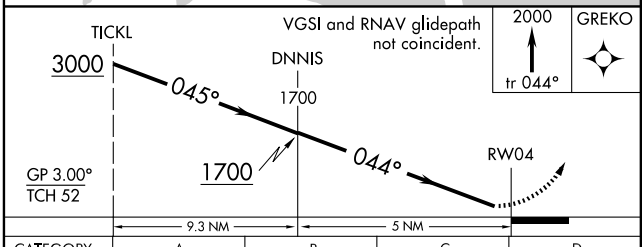
MALSR

MISSED APPROACH: Climb to 2000 via 044° track to GREKO and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

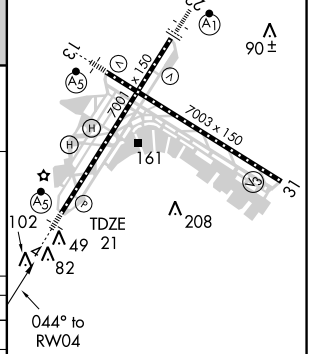
RADAR REQUIRED





CATEGORY	A	B	C	D
RNP 0.18 DA		337/50	316 (400-1)	
RNP 0.30 DA		474/50	453 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7001
224°	TDZE	12
	Apt Elev	21

RNAV (RNP) Z RWY 22

NEW YORK/ LA GUARDIA (LGA)

T NA

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). For inoperative ALSF, increase RNP 0.30 * visibility to RVR 5000 and RNP 0.30 to RVR 6000.
* Missed approach requires minimum climb of 310 feet per NM to 700.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2700 via 224° track to JEDNO and 224° track to PROUD and hold.

ATIS ARR	125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP	127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

MISSED APCH FIX

5 NM 225° 045° PROUD

(IAF) HAARP RNP 0.80

3000 217° (13.9)

(IF) CASLE

549 1600 234° (5.3)

(FAF) KUZZZ

249° (2)

(0.8) 296 PARGS

KYLIE

224° (2)

248 384 366 384 366

280 RW22

620 624 624 470 340 360 673 532 389 425 545 350 216 526± 1128± 1505 690 302 232± 345 204 380 380 1806± 441±

224° (5.3)

JEDNO

224° (5.8)

MSA RW 22 25 NM

2600

ELEV 21

224° to RW22

TDZE 12

90±

208

161

7003 x 150

7000 x 150

13 31

2700	JEDNO	PROUD
tr 224°	tr 224°	

VGSI and RNAV glidepath not coincident.

RW22 224° KYLIE 704 PARGS 947 KUZZZ 1600 CASLE 3000 249° 234° 1600

Procedure Turn NA

GP 3.00° TCH 52

2 NM 0.8 NM 2 NM 5.3 NM

CATEGORY	A	B	C	D
RNP 0.30 DA*	313/24	301 (300-½)		
RNP 0.30 DA	393/40	381 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2, 03 JUN 2010 to 01 JUL 2010

ATIS 127.05
CLNC DEL 135.2
GND CON 121.7 263.0
TOWER 118.7 263.0
NEW YORK DEP CON 120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280' per NM to 540. ATC climb of 441' per NM to 5000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to JUTES, then on track 042° to TNNIS, then left turn on track 312° to STBNZ, thence ....

....Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BIGGY TRANSITION (STBNZ1.BIGGY):
COATE TRANSITION (STBNZ1.COATE):
ELIOT TRANSITION (STBNZ1.ELIOT):
GAYEL TRANSITION (STBNZ1.GAYEL):
HAAYS TRANSITION (STBNZ1.HAAYS):
LANNA TRANSITION (STBNZ1.LANNA):
NEION TRANSITION (STBNZ1.NEION):
PARKE TRANSITION (STBNZ1.PARKE):

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: WHITE, WAVEY, SHIPP, DIXIE departures can expect radar vectors after passing STBNZ.
NOTE: Do not exceed 250 KIAS until reaching 11000 MSL.

GAYEL
HAAYS
NEION
COATE
ELIOT
PARKE
LANNA
BIGGY
GRYDE
BMACK
MUNNZ
STBNZ 7000
TNNIS 5000
JUTES 2500
Do not exceed 220 KIAS until passing JUTES.
SHIPP
WAVEY
DIXIE
WHITE

14000 *3900 332° (20)
14000 *3600 351° (22)
14000 *3900 310° (21)
14000 *2700 292° (24)
7000 *2200 308° (18)
7000 *2100 277° (20)
14000 *2600 275° (40)
7000 *2000 255° (22)
312° (7)
042° (5)
14000 *2500 263° (39)
14000 *2200 263° (38)
14000 *2000 250° (39)
134°
053°

N

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392' from DER, on centerline, 10' AGL/19' MSL. Buildings, stacks, bushes, and fence lights beginning 97' from DER, 171' left of centerline, up to 79' AGL/108' MSL. Building, fence, and trees beginning 28' from DER, 415' right of centerline, up to 13' AGL/22' MSL.

NOTE: Chart not to scale.

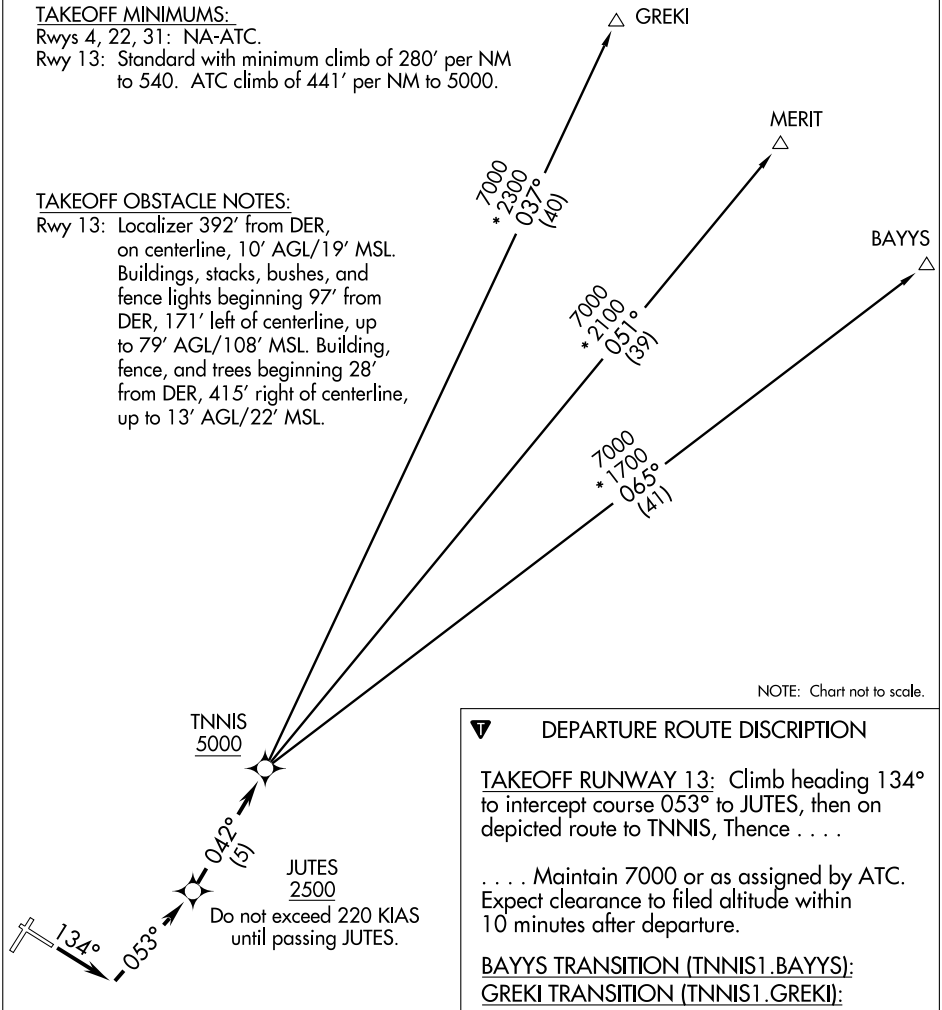
TNNIS ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 280′ per NM to 540. ATC climb of 441′ per NM to 5000.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 053° to JUTES, then on depicted route to TNNIS, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

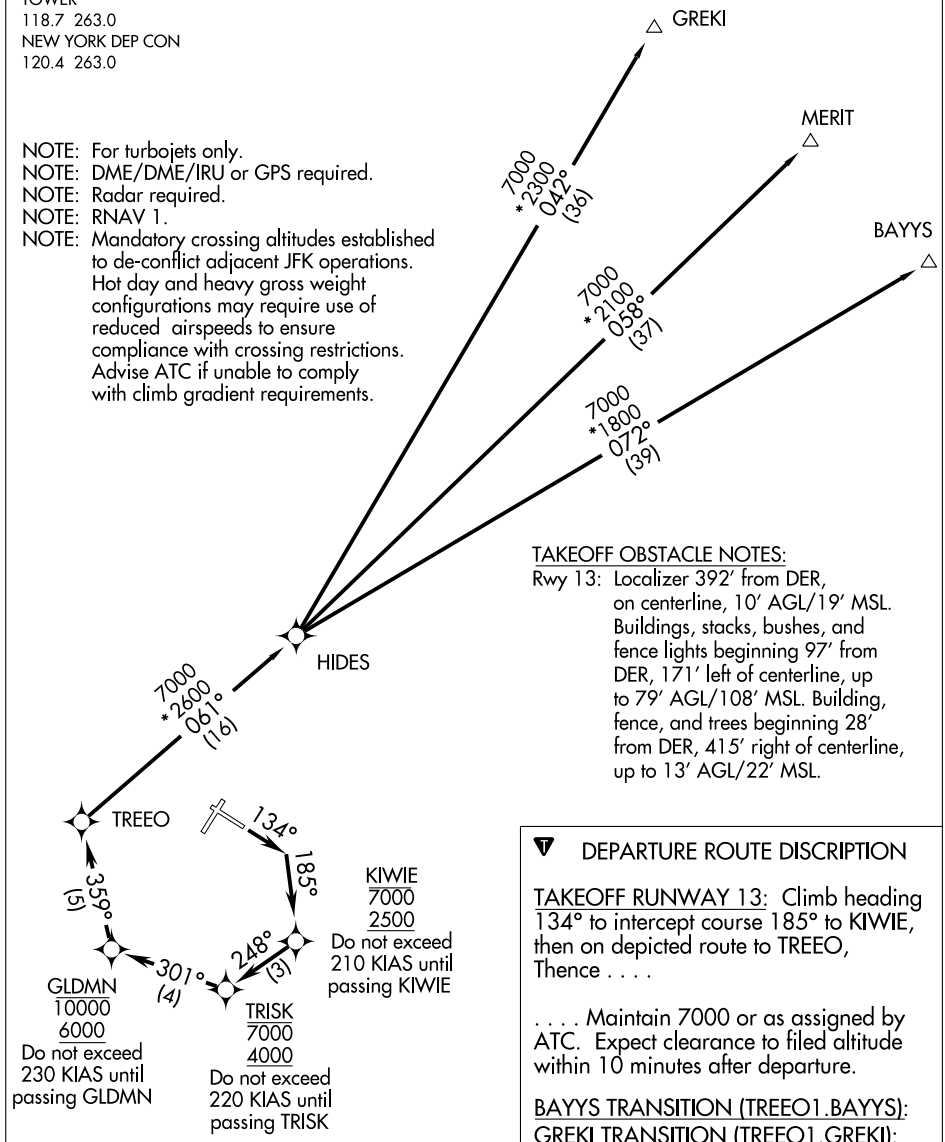
BAYYS TRANSITION (TNNIS1.BAYYS):
GREKI TRANSITION (TNNIS1.GREKI):
MERIT TRANSITION (TNNIS1.MERIT):

TREEO ONE DEPARTURE (RNAV)

ATIS
127.05
CLNC DEL
135.2
GND CON
121.7 263.0
TOWER
118.7 263.0
NEW YORK DEP CON
120.4 263.0

TAKEOFF MINIMUMS:
Rwys 4, 22, 31: NA-ATC.
Rwy 13: Standard with minimum climb of 562′ per NM to 2500. ATC climb of 494′ per NM to 6000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Mandatory crossing altitudes established to de-conflict adjacent JFK operations. Hot day and heavy gross weight configurations may require use of reduced airspeeds to ensure compliance with crossing restrictions. Advise ATC if unable to comply with climb gradient requirements.



TAKEOFF OBSTACLE NOTES:
Rwy 13: Localizer 392′ from DER, on centerline, 10′ AGL/19′ MSL. Buildings, stacks, bushes, and fence lights beginning 97′ from DER, 171′ left of centerline, up to 79′ AGL/108′ MSL. Building, fence, and trees beginning 28′ from DER, 415′ right of centerline, up to 13′ AGL/22′ MSL.

DEPARTURE ROUTE DISCRIPTION

TAKEOFF RUNWAY 13: Climb heading 134° to intercept course 185° to KIWIE, then on depicted route to TREEO, Thence . . . .

. . . . Maintain 7000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

BAYYS TRANSITION (TREEO1.BAYYS):
GREKI TRANSITION (TREEO1.GREKI):
MERIT TRANSITION (TREEO1.MERIT):

NOTE: Chart not to scale.

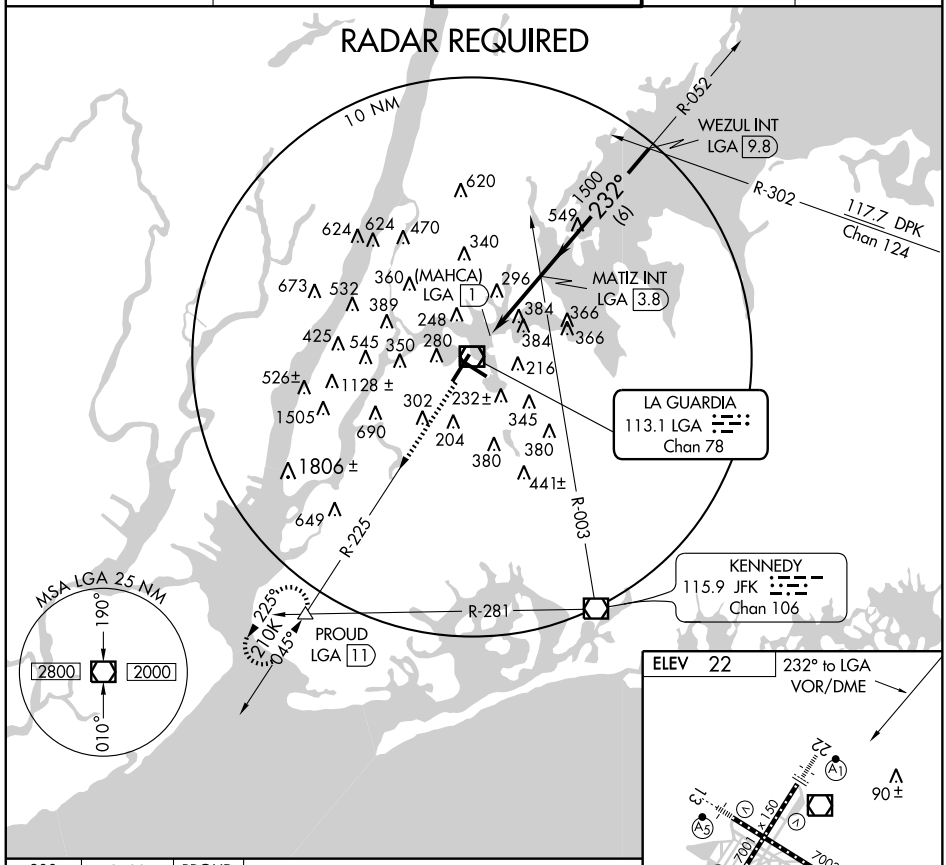
VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	232°	TDZE	N/A
Chan 78		Apt Elev	22

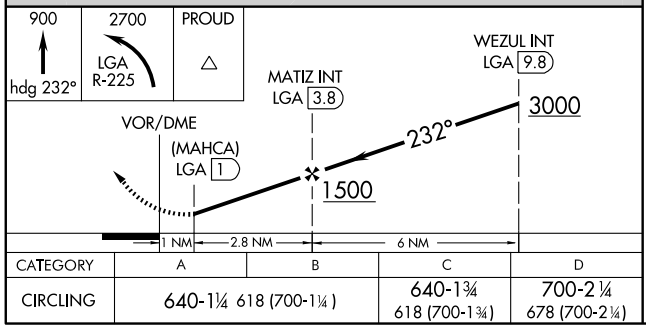
VOR/DME-G

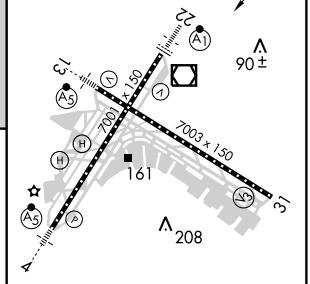
NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climb to 900 heading 232° then climbing left turn to 2700 via LGA VOR/DME R-225 to PROUD INT and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
CIRCLING	640-1¼ 618 (700-1¼)		640-1¾ 618 (700-1¾)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	132°	TDZE	N/A
Chan 78		Apt Elev	22

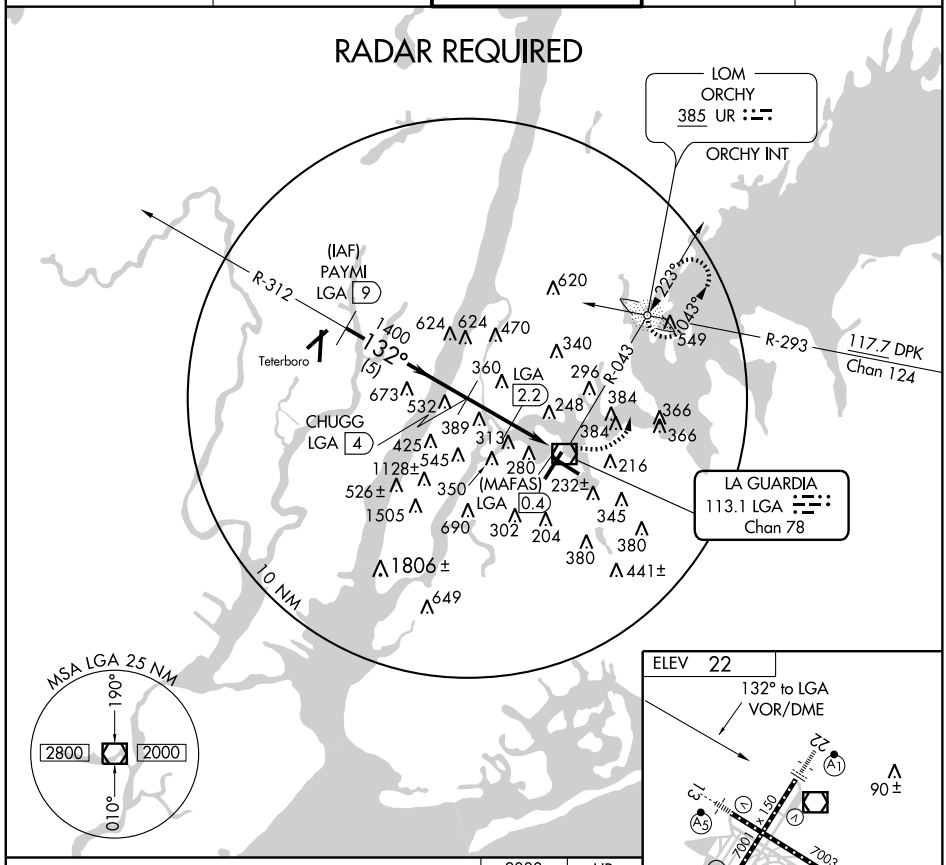
VOR/DME-H

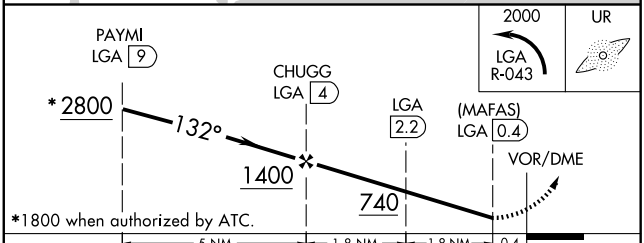
NEW YORK/LA GUARDIA (LGA)

MISSED APPROACH: Climbing left turn to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2

RADAR REQUIRED





CATEGORY	A	B	C	D
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

NE-2. 03 JUN 2010 to 01 JUL 2010

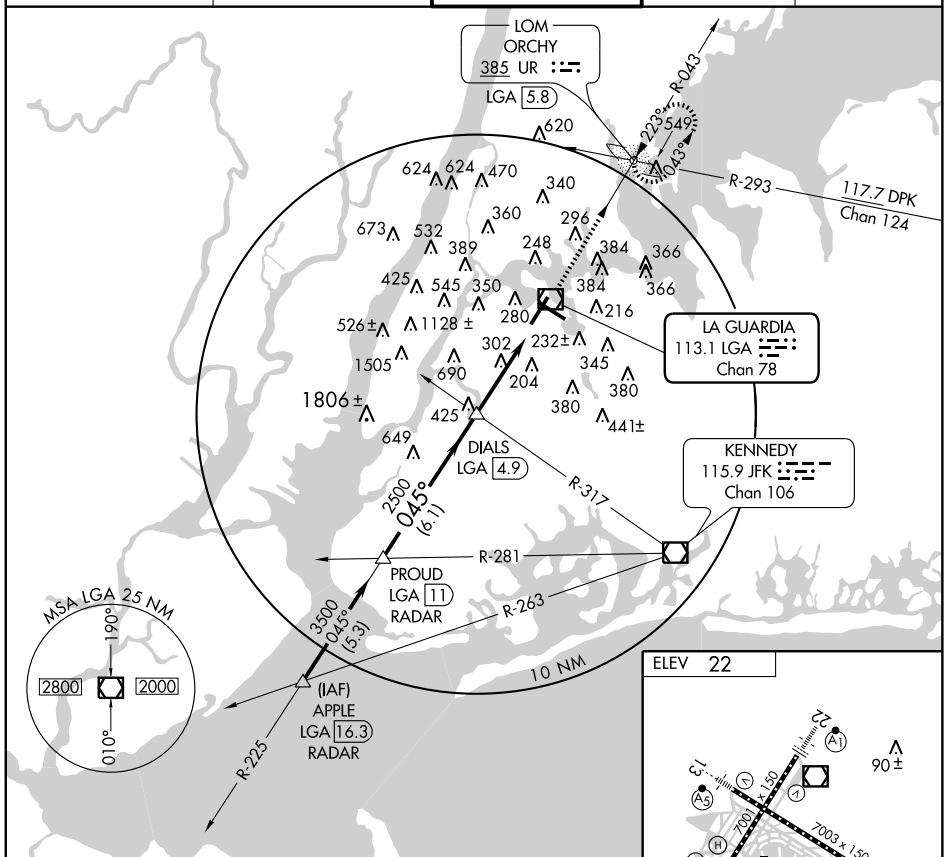
VOR/DME LGA	APP CRS	Rwy Idg	N/A
113.1	045°	TDZE	N/A
Chan 78		Apt Elev	22

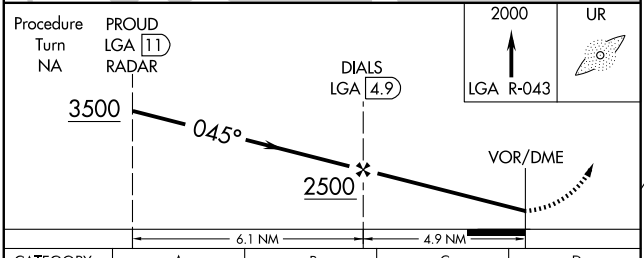
VOR-F

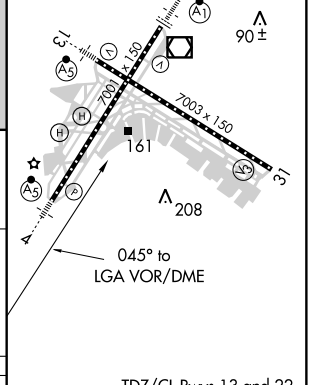
NEW YORK/LA GUARDIA(LGA)

MISSED APPROACH: Climb to 2000 via LGA VOR/DME R-043 to ORCHY LOM/INT/LGA 5.8 DME and hold.

ATIS ARR 125.95	NEW YORK APP CON	LA GUARDIA TOWER	GND CON	CLNC DEL
ATIS DEP 127.05	120.8 263.0	118.7 263.0	121.7 263.0	135.2







CATEGORY	A	B	C	D
CIRCLING	1000-1¼ 978 (1000-1¼)	1000-1½ 978 (1000-1½)	1000-3 978 (1000-3)	

TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

VOR/DME LGA	APP CRS	Rwy Idg	7001
113.1	046°	TDZE	22
Chan 78		Apt Elev	22

VOR RWY 4

NEW YORK/LA GUARDIA (LGA)

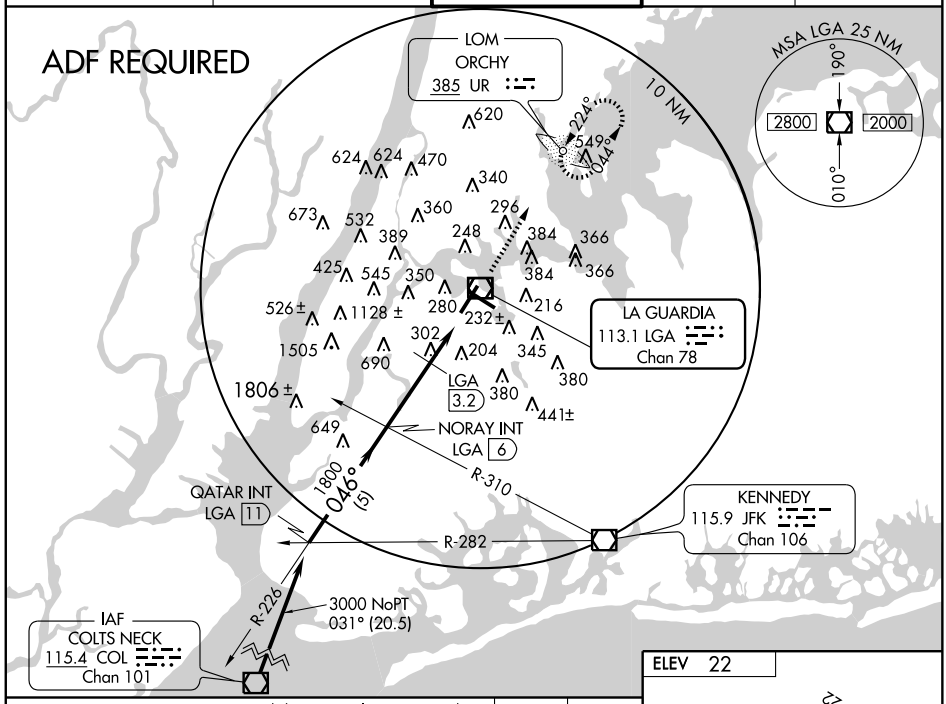
T A Inoperative table does not apply to Cats A and B.

MALSR

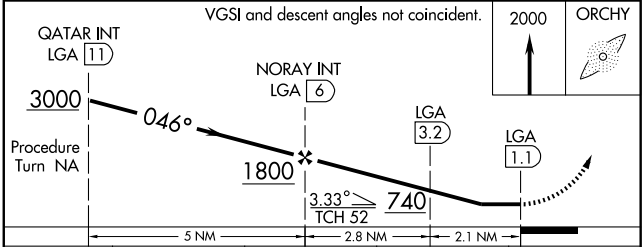
MISSED APPROACH: Climb to 2000 direct ORCHY LOM and hold.

ATIS ARR 125.95 ATIS DEP 127.05	NEW YORK APP CON 120.8 263.0	LA GUARDIA TOWER 118.7 263.0	GND CON 121.7 263.0	CLNC DEL 135.2

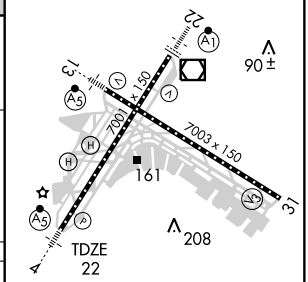
ADF REQUIRED



VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-4	740/50 718 (800-1)		740-1½ 718 (800-1½)	740-1¾ 718 (800-1¾)
CIRCLING	740-1 718 (800-1)		740-2 718 (800-2)	740-2¼ 718 (800-2¼)
DME MINIMUMS				
S-4	560/50 538 (600-1)			560/60 538 (600-1¼)
CIRCLING	580-1 558 (600-1)	600-1 578 (600-1)	620-1½ 598 (600-1½)	700-2¼ 678 (700-2¼)

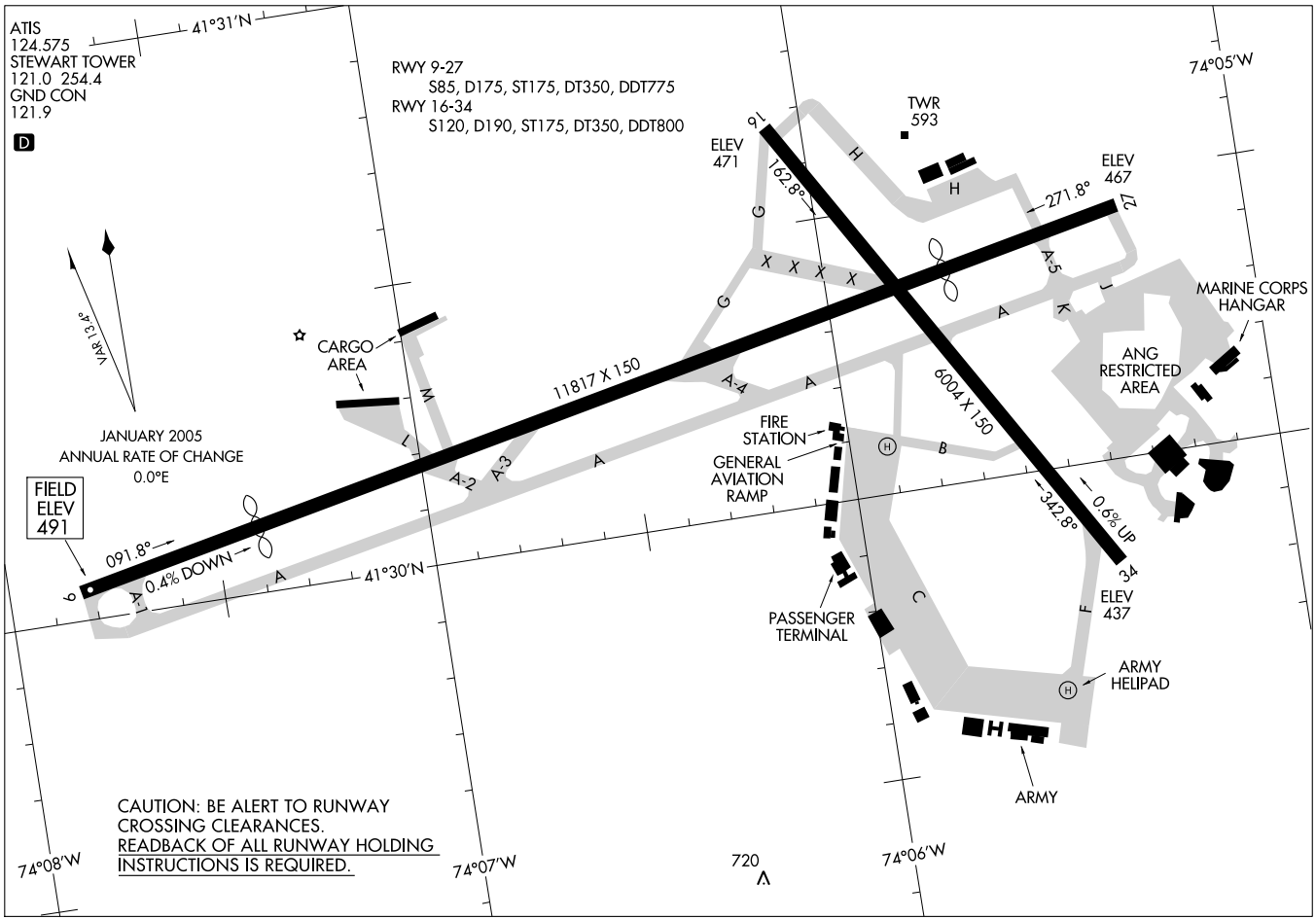


TDZ/CL Rwys 13 and 22
HIRL Rwys 4-22 and 13-31
REIL Rwys 13, 22, and 31

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NE-2. 03 JUN 2010 to 01 JUL 2010



AIRPORT DIAGRAM

AL-450 (FAA)

NEWBURGH/ STEWART INTL (SWF)
NEWBURGH, NEW YORK

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

COPTER ILS or LOC RWY 9

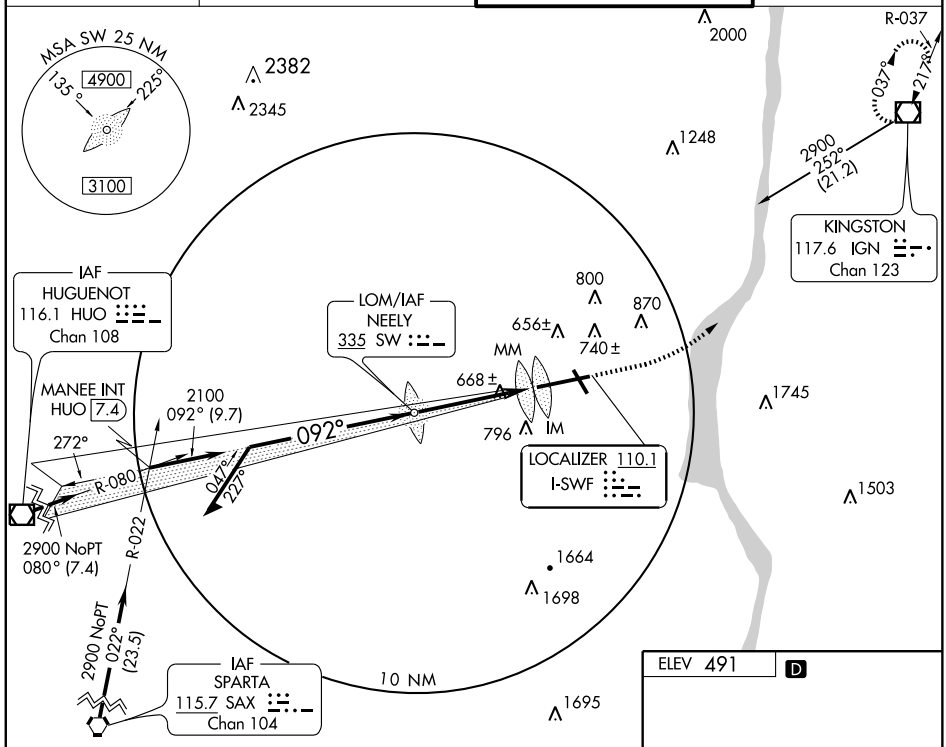
NEWBURGH/STEWART INTL (SWF)

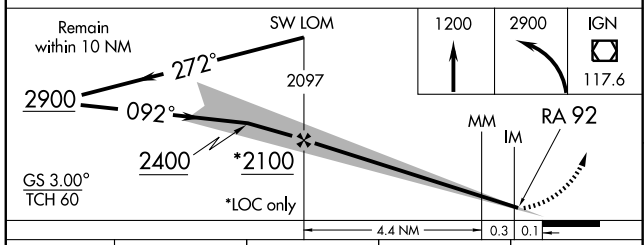
Altimeter Required.

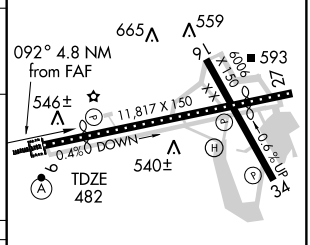
ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	COPTER	B	C	D
H-ILS 9	582/12 100 RA 92	NA		
H-LOC 9	920/12 438 (500-¼)	NA		

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

FAF to MAP 4.8 NM

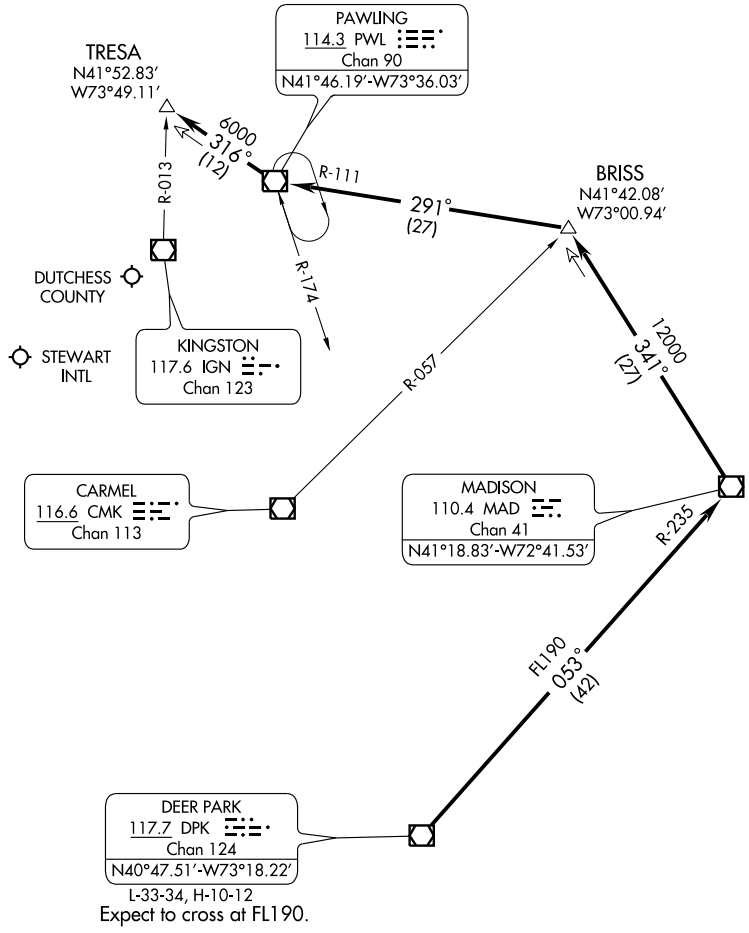
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45

NE-2. 03 JUN 2010 to 01 JUL 2010

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

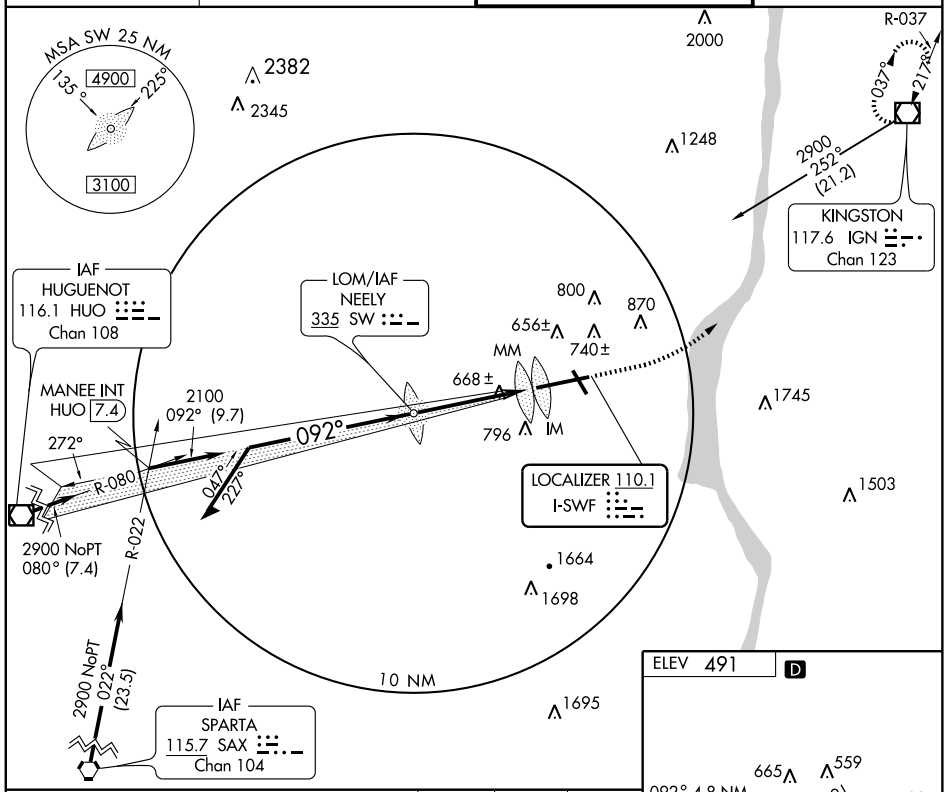
ILS or LOC RWY 9

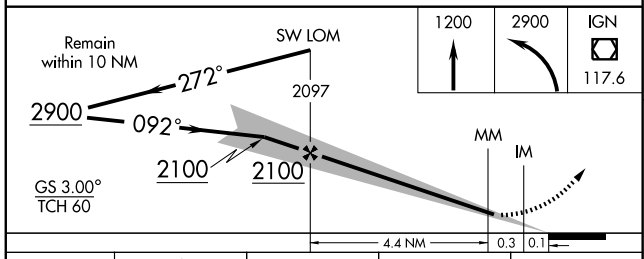
NEWBURGH/STEWART INTL (SWF)

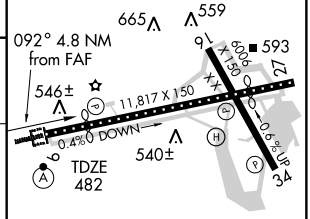
ALSF-2

MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
S-ILS 9	682/18 200 (200-½)			
S-LOC 9	920/24 438 (500-½)		920/40 438 (500-¾)	920/50 438 (500-1)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JKH	APP CRS	Rwy Idg	9818
109.95	272°	TDZE	467
Chan 36 (Y)		Apt Elev	491

ILS or LOC RWY 27

NEWBURGH/STEWART INTL (SWF)

Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

ALTERNATE MISSED APCH FIX
R-272 092° 272°
NEELY
335 SW

2000 1248 R-037 037° 217° IAF KINGSTON 117.6 IGN Chan 123
3000 204° (7.5) R-229
LOCALIZER 109.95 I-JKH Chan 36 (Y)
LOM NEELY 335 SW
POPOW INT I-JKH 7.8
800 740± 870 656± 566± 629 2500 272° (4.9) (IF) MOLNE INT I-JKH 12.7 092°
R-204 R-334 R-323
755 796 1745 1503
MSA IGN 25 NM
190° 4400 3700 100° 280° 3500 2800 010°
1664 1698 10 NM
CARMEL 116.6 CMK Chan 113

ELEV 491 D
272° 6.1 NM from FAF
665 559 593 546± 540± 11,817 X 150 TDZE 467 0.45% DOWN 0.6% UP 9 27 34

1600 3000 IGN
POPOW INT I-JKH 7.8
MOLNE INT I-JKH 12.7
Procedure Turn NA
2500 I-JKH 1.7 272° 3000 2500 GS 3.00° TCH 55
6.1 NM 4.9 NM

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 27	717-1 250 (300-1)			
S-LOC 27	840-1 373 (400-1)			840-1¼ 373 (400-1¼)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-SWF	APP CRS	Rwy Idg	8818
110.1	092°	TDZE	482
		Apt Elev	491

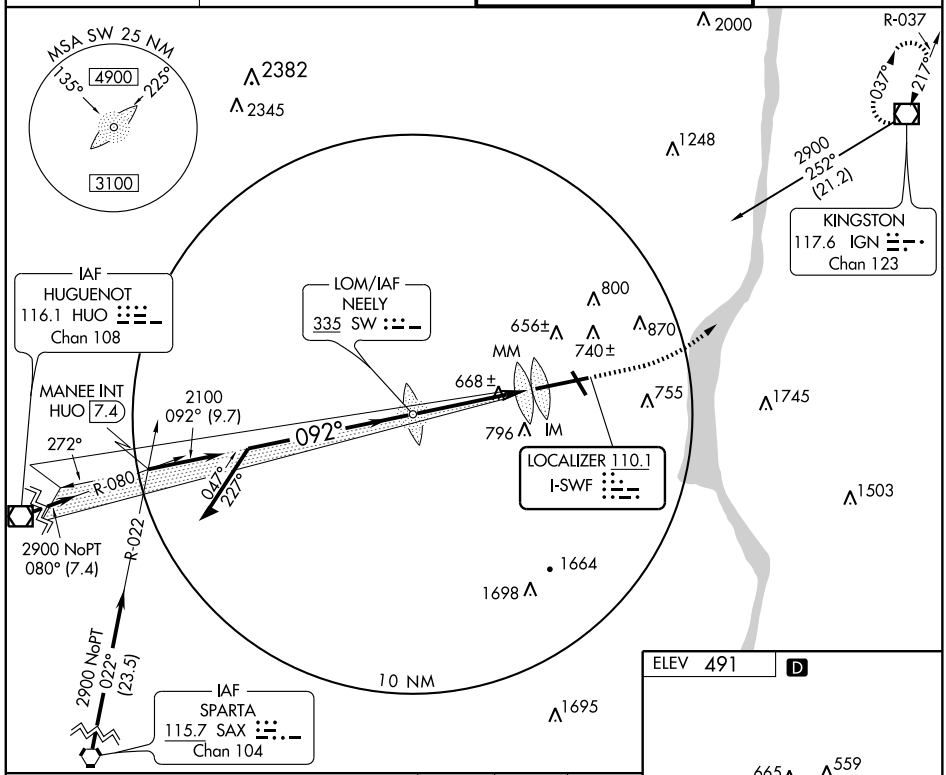
ILS RWY 9 (CAT II)

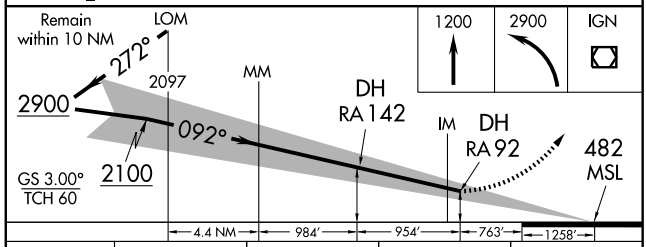
NEWBURGH/STEWART INTL (SWF)

ALSF-2

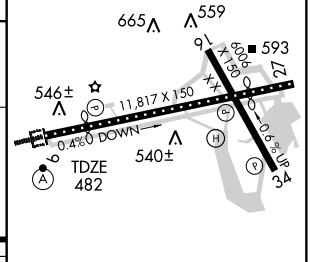
MISSED APPROACH: Climb to 1200, then climbing left turn to 2900 direct IGN VOR/DME and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9





CATEGORY	A	B	C	D
S-ILS 9	RA 142/16	150	DA 632	
S-ILS 9	RA 92/12	100	DA 582	



CATEGORY II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS Ch 62818 W09A	APP CRS 092°	Rwy Idg 8818 TDZE 481 Apt Elev 491

RNAV (GPS) RWY 9

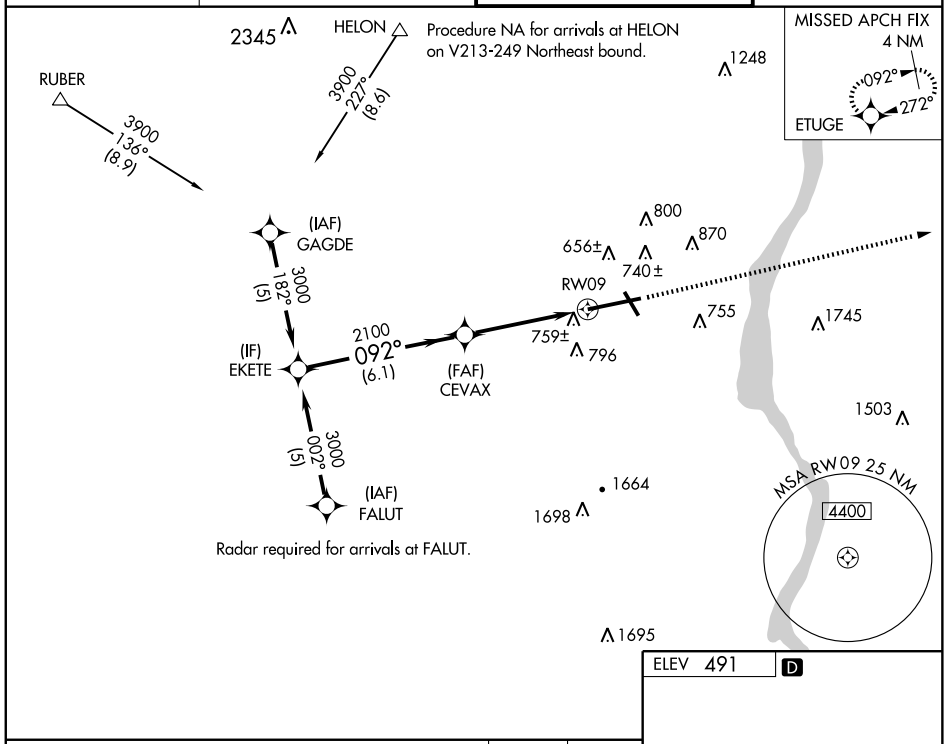
NEWBURGH/STEWART INTL (SWF)

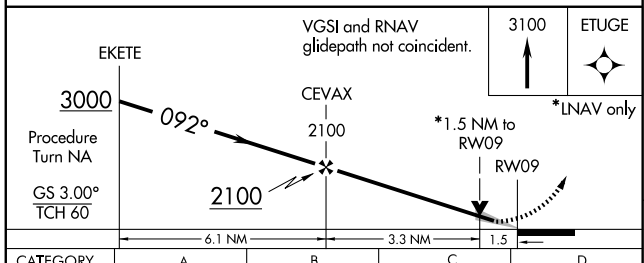
Circling to Rwy 16 NA at night. Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

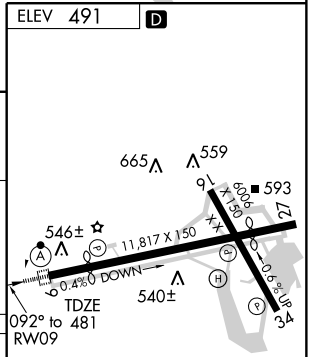
MISSED APPROACH: Climb to 3100 direct ETUGE and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9





CATEGORY	A	B	C	D
LPV DA		681/24	200 (200-½)	
LNAV/VNAV DA		1097-2	616 (700-2)	
LNAV MDA	1020/24	539 (600-½)	1020/50 539 (600-1)	1020/60 539 (600-1¼)
CIRCLING	1060-1	569 (600-1)	1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)



TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NEWBURGH, NEW YORK

AL-450 (FAA)

APP CRS	Rwy Idg	6006
163°	TDZE	471
	Apt Elev	491

RNAV (GPS) RWY 16

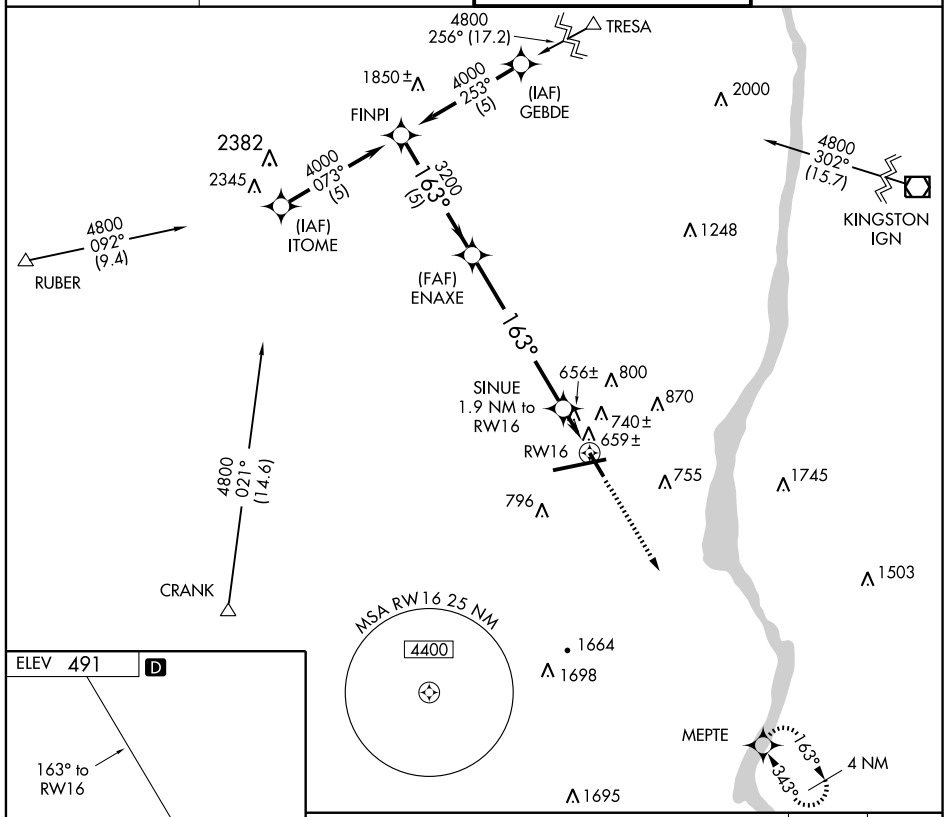
NEWBURGH/STEWART INTL (SWF)

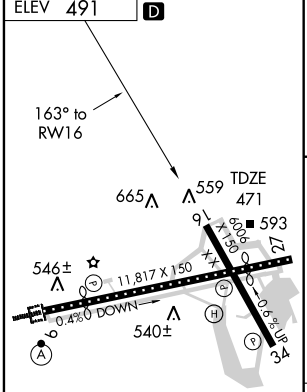
NA

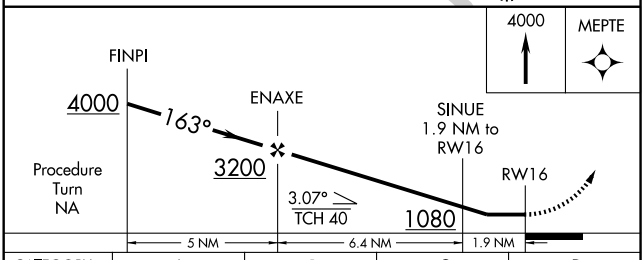
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MEPTE WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9







CATEGORY	A	B	C	D
LNAV MDA	920-1 449 (500-1)		920-1¼ 449 (500-1¼)	920-1½ 449 (500-1½)
CIRCLING	1040-1 549 (600-1)		1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9818
272°	TDZE	467
	Apt Elev	491

RNAV (GPS) RWY 27

NEWBURGH/STEWART INTL (SWF)

Circling to Rwy 16 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct EKETE and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9

Procedure NA for arrivals at WEETS on V483 Northwest bound and V205 Westbond and on PWL VOR/DME airway radials 216 CW 250.

WEETS 2000 4000 145° (20.7)

PAWLING PWL 4000 247° (14.1)

(IAF) GOKRE 3000 183° (5)

(IF) ETUGE 2500 273° (6.1)

(FAF) POPOW 272°

(IAF) FOROR 3000 003° (5)

Radar required for arrivals at FOROR.

RW27

1850± 1248 800 656± 619± 740± 870 755 1745 796 1503 1698

MISSED APCH FIX EKETE 092° 272° 4 NM

MSA RW27 25 NM 4400

ELEV 491 D

272° to RW27

665 559 593 546± 540± 11,817 X 150 600 X 150 TDZE 467 0.4% DOWN 0.6% UP

3000 EKETE ETUGE POPOW 2500 273° 3000 Procedure Turn NA RW27 272° 2500 GS 3.00° TCH 55

6.1 NM 6.1 NM

CATEGORY	A	B	C	D
LNAV/VNAV DA	1046-2 579 (600-2)			
LNAV MDA	1000-1 533 (600-1)		1000-1½ 533 (600-1½)	1000-1¾ 533 (600-1¾)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5606
343°	TDZE	462
	Apt Elev	491

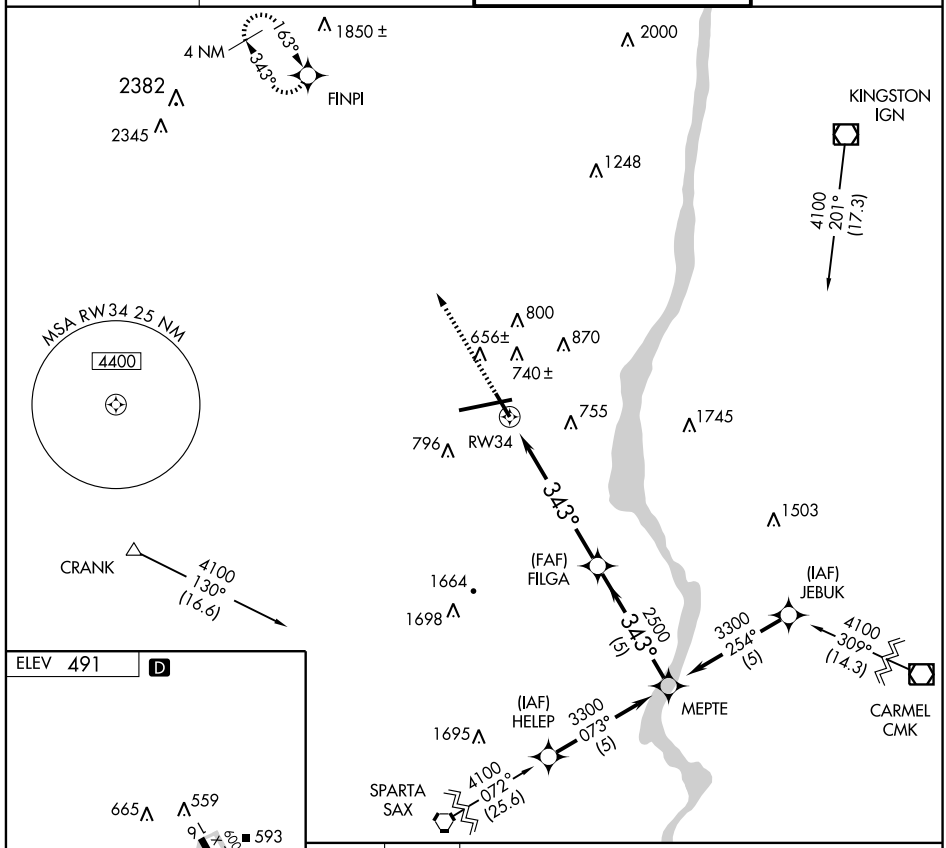
RNAV (GPS) RWY 34

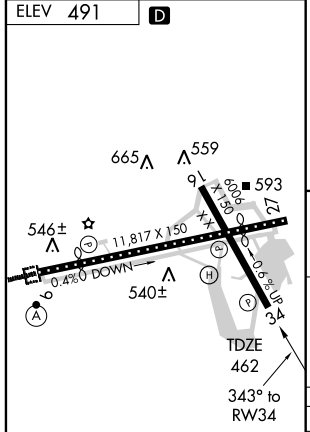
NEWBURGH/STEWART INTL (SWF)

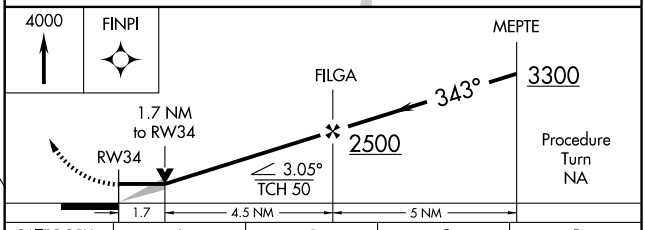
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct FINPI WP and hold.

ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



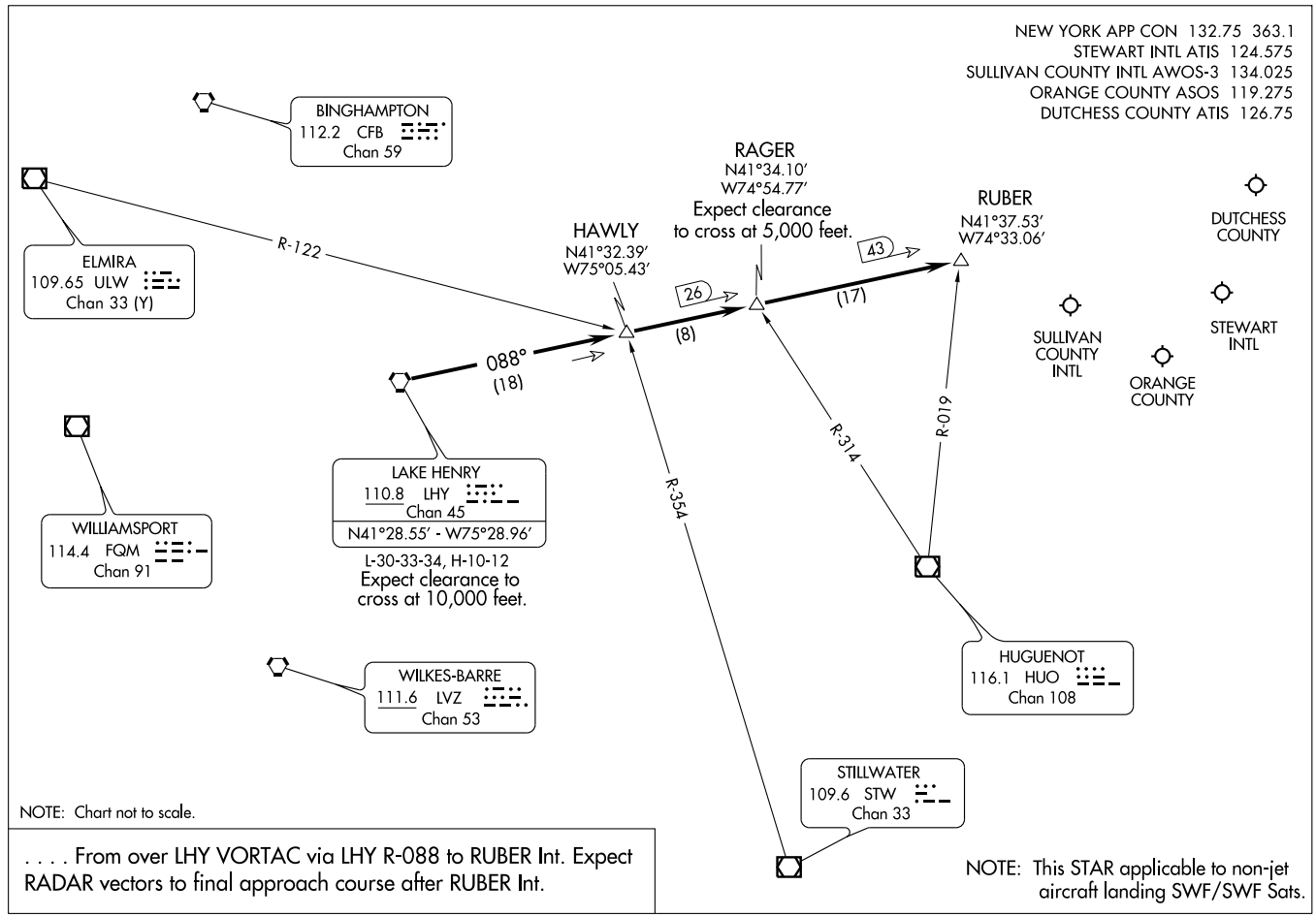




CATEGORY	A	B	C	D
LNAV MDA	1020-1 558 (600-1)		1020-1½ 558 (600-1½)	1020-1¾ 558 (600-1¾)
CIRCLING	1040-1 549 (600-1)	1060-1 569 (600-1)	1100-1¾ 609 (700-1¾)	1100-2 609 (700-2)

TDZ/CL Rwy 9
HIRL Rwy 9-27
MIRL Rwy 16-34
REIL Rwys 16, 27 and 34

NE-2. 03 JUN 2010 to 01 JUL 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

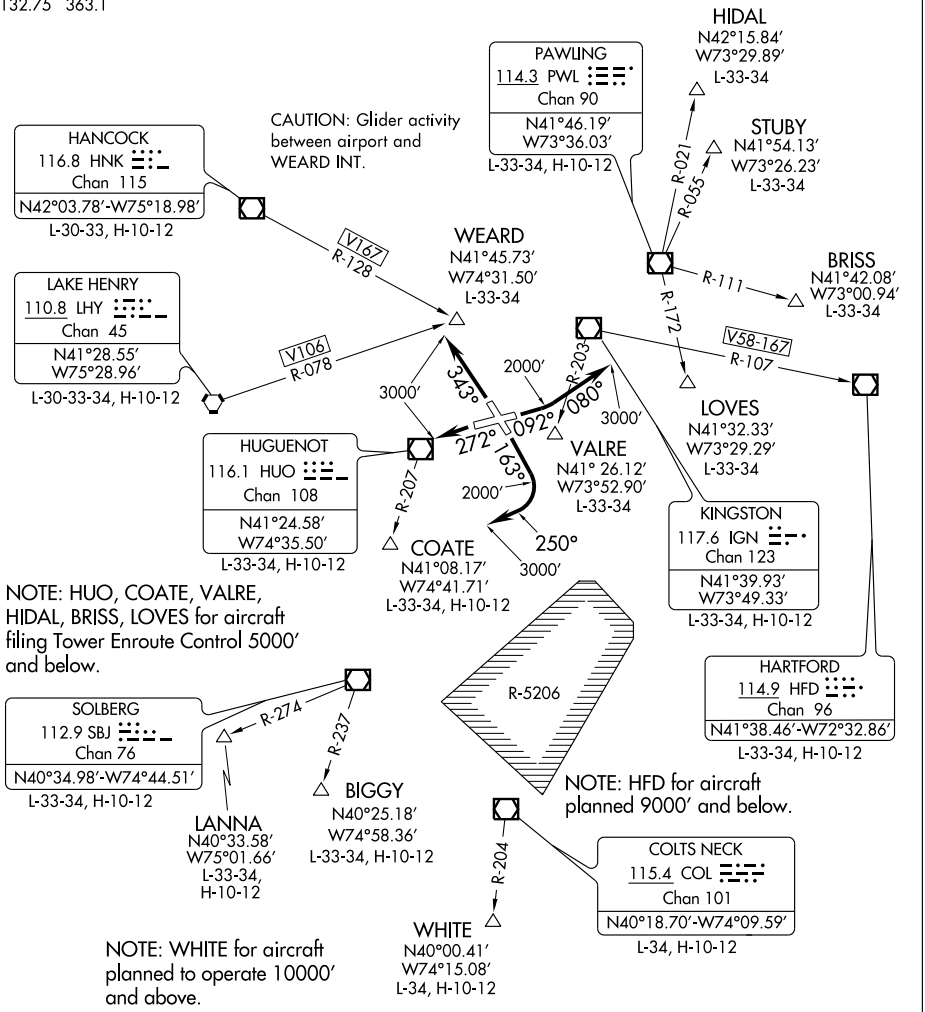
NEWBURGH, NEW YORK

STEWART FIVE DEPARTURE

SL-450 (FAA)

NEWBURGH/STEWART INTL (SWF)
NEWBURGH, NEW YORK

STEWART TOWER
121.0 254.4
NEW YORK DEP CON
132.75 363.1



NOTE: RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 9: Standard with ATC climb of 225′ per NM to 2700.
Rwy 16: Standard with minimum obstacle climb of 255′ per NM to 2000, ATC climb of 300′ per NM to 2000.
Rwy 27: 300-1 or Standard with minimum climb of 366′ per NM to 800.
Rwy 34: 300-1¼ or Standard with minimum climb of 503′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb heading 092° to 2000, then turn left heading 080°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 16: Climb heading 163° to 2000, then turn right heading 250°, maintain 3000. Thence . . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 3000. Thence . . . .
TAKE-OFF RUNWAY 34: Climb heading 343° to 3000. Thence . . . .

. . . . via radar vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS: If radio contact is not established/lost within 2 minutes after departure, proceed on course and climb to 5000'. Ten minutes after departure, climb to filed altitude/flight level.

TAKE-OFF OBSTACLES

Rwy 9: Trees beginning 730' from DER, 23' left of centerline, up to 66' AGL/566' MSL. Bush 172' from DER, 193' left of centerline, up to 43' AGL/483' MSL.
Rwy 16: Trees 785' from DER, 461' left of centerline, up to 86' AGL/466' MSL. Trees beginning 1254' from DER, 563' right of centerline, up to 112' AGL/492' MSL.
Rwy 27: Trees beginning 685' from DER, 525' left of centerline, up to 23' AGL/543' MSL. Fence 430' from DER, 528' left of centerline, 19' AGL/ 529' MSL. Middle Marker 701' from DER, on rwy centerline, 5' AGL/ 515' MSL.
Rwy 34: Trees beginning 608' from DER, 21' left of centerline, up to 91' AGL/611' MSL. Terrain and Trees beginning 77' from DER, 71' right of centerline, up to 92' AGL/612' MSL.

VOR/DME IGN	APP CRS	Rwy Idg 9818
117.6	244°	TDZE 467
Chan 123		Apt Elev 491

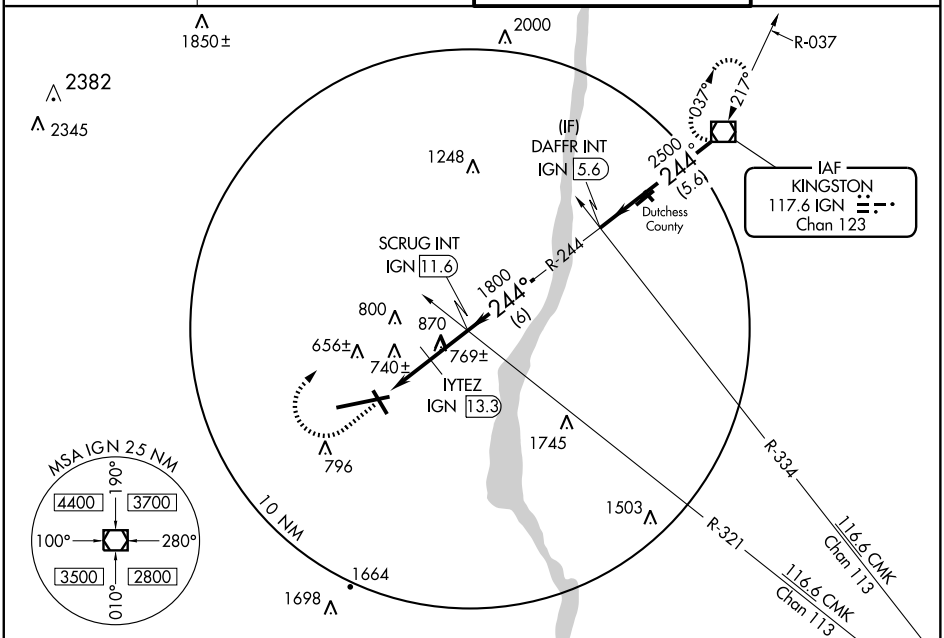
VOR RWY 27

NEWBURGH/STEWART INTL (SWF)

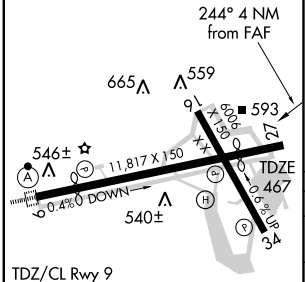
Circling to Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct IGN VOR/DME and hold.

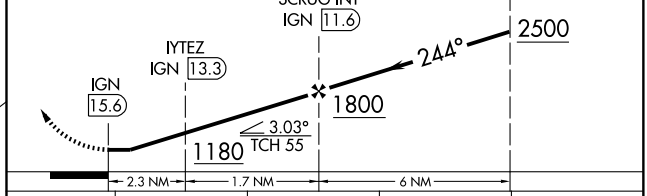
ATIS	NEW YORK APP CON	STEWART TOWER	GND CON
124.575	132.75 363.1	121.0 254.4	121.9



ELEV 491 D



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



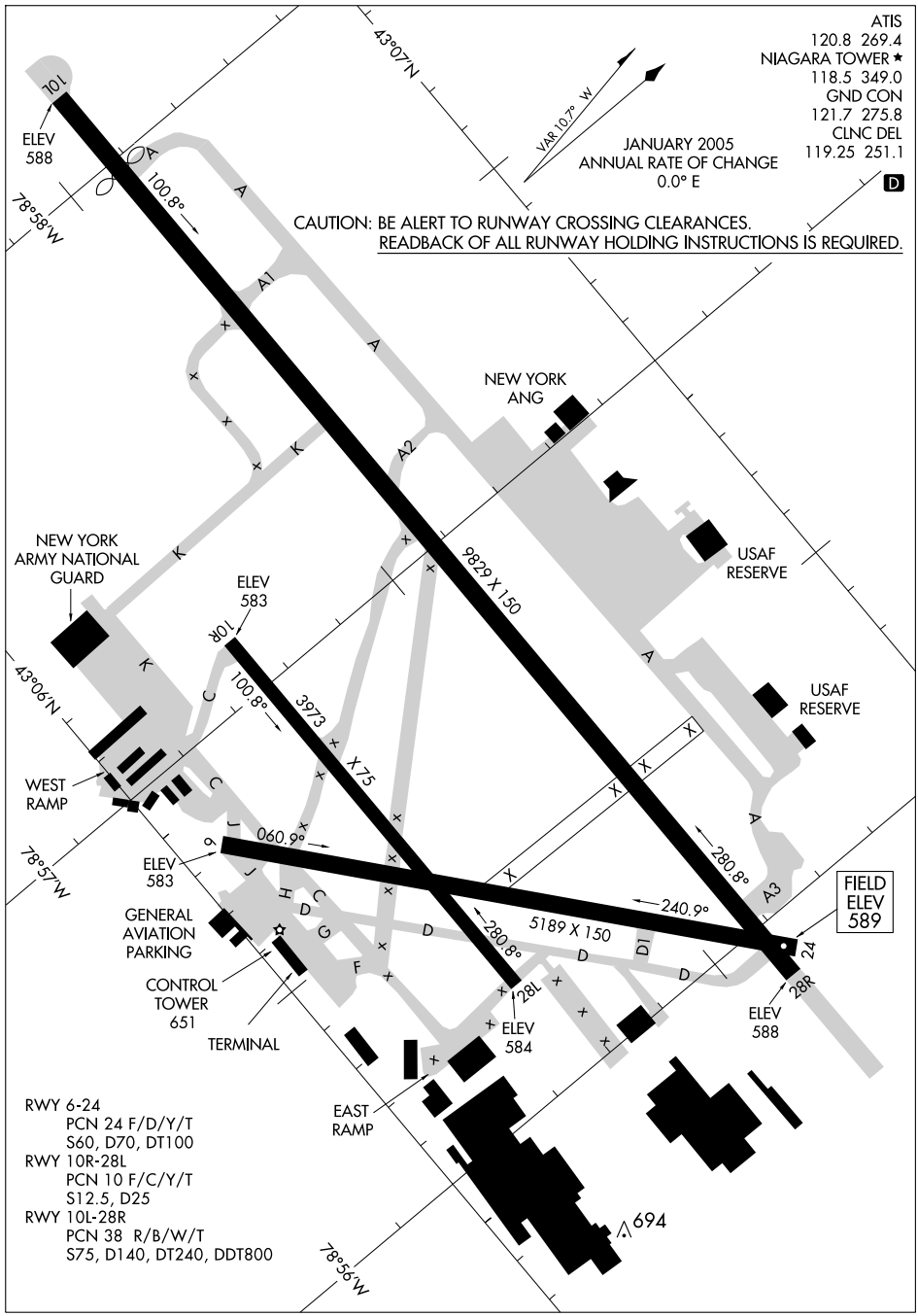
CATEGORY	A	B	C	D
S-27	1180-1 713 (700-1)		1180-2 713 (700-2)	1180-2¼ 713 (700-2¼)
CIRCLING	1180-1 689 (700-1)		1180-2 689 (700-2)	1180-2¼ 689 (700-2¼)
IYTEZ FIX MINIMUMS				
S-27	1020-1 553 (600-1)		1020-1½ 553 (600-1½)	1020-1¾ 553 (600-1¾)
CIRCLING	1060-1 569 (600-1)		1100-1¾ 609 (700-1¾)	1120-2 629 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-614 (FAA)

NIAGARA FALLS INTL (IAG)
NIAGARA FALLS, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

ILS 1 RWY 28R

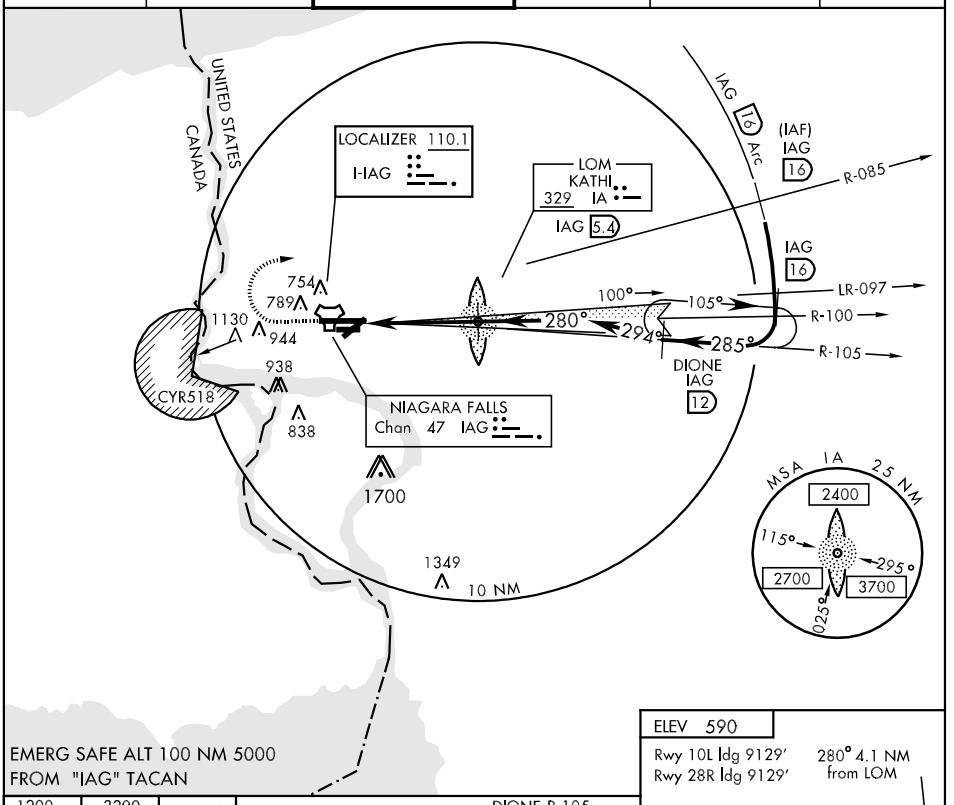
NIAGARA FALLS INTL (KIAG)

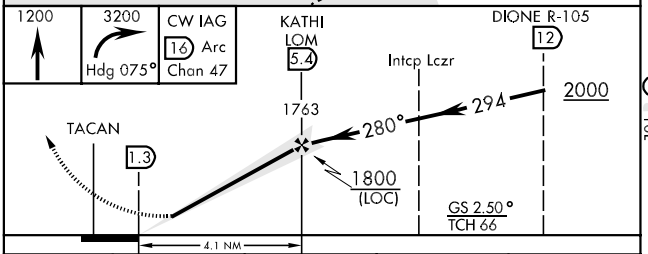
LOC I-IAG	APP CRS	Rwy ldg 9129 TDZE 588 Arpt Elev 590	AL-614 [USAF]
110.1	280°		

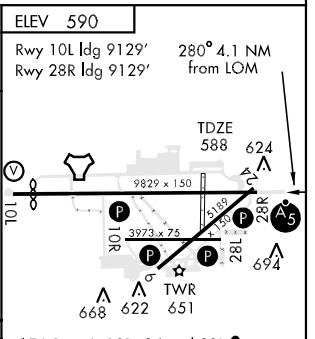
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3200 via heading 075° to intercept and proceed CW on 16 DME Arc then via IAG R-105 to DIONE/IAG 12 DME and hold (Radar Required).

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95







REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

CATEGORY	A	B	C	D
S-ILS 28R	788/24		200	(200-½)
S-LOC 28R	900/24	312	(400-½)	900/40 312 (400-¾)
CIRCLING	1100-1 510	(600-1)	1100-1½ 510 (600-1½)	1360-2½ 770 (800-2½)

LOC FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2 03 JUN 2010 to 01 JUL 2010

LOC I-IAG	APP CRS	Rwy ldg	9129
110.1	280°	TDZE	588
		Apt Elev	590

ILS or LOC RWY 28R

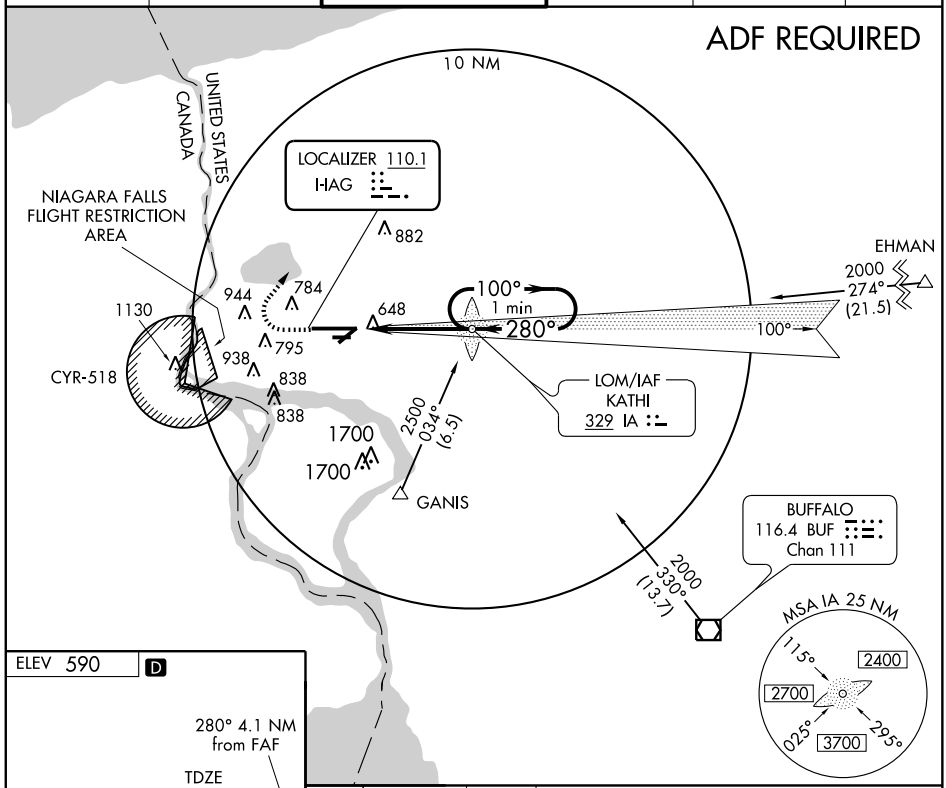
NIAGARA FALLS INTL (IAG)

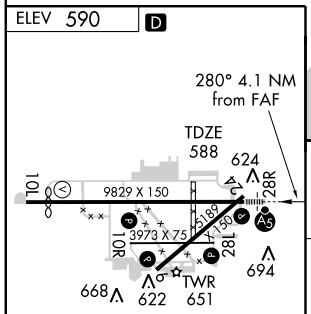
MALSR

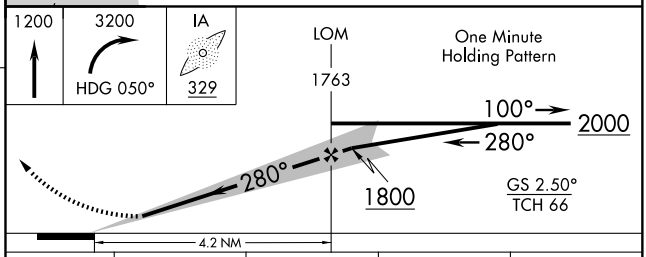
MISSED APPROACH: Climb to 1200, then climbing right turn to 3200 via heading 050°, then direct IA LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95

ADF REQUIRED







REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 28R	788/24 200 (200-½)			
S-LOC 28R	900/24 312 (400-½)			900/40 312 (400-¾)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOM IA	APP CRS	Rwy ldg	9129
329	280°	TDZE	588
		Apt Elev	590

NDB or GPS RWY 28R

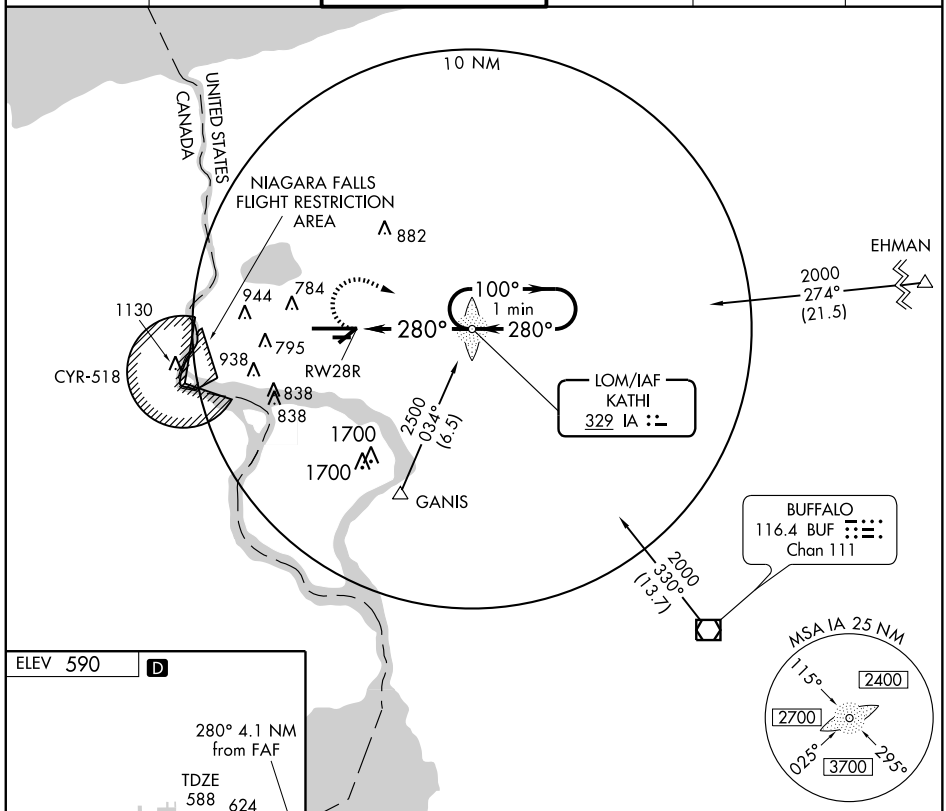
NIAGARA FALLS INTL (IAG)

NA

MALSR

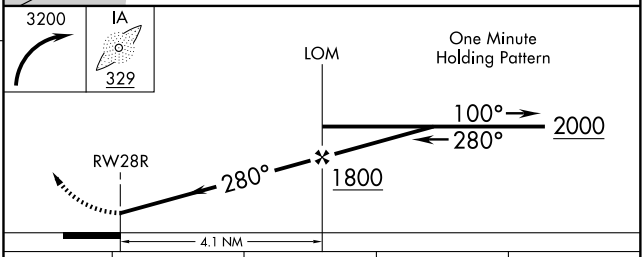
MISSED APPROACH: Climbing right turn to 3200 direct IA LOM and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95



REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-28R	1000/40 412 (500-¾)			1000/50 412 (500-1)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9129
110°	TDZE	589
	Apt Elev	590

RNAV (GPS) RWY 10L

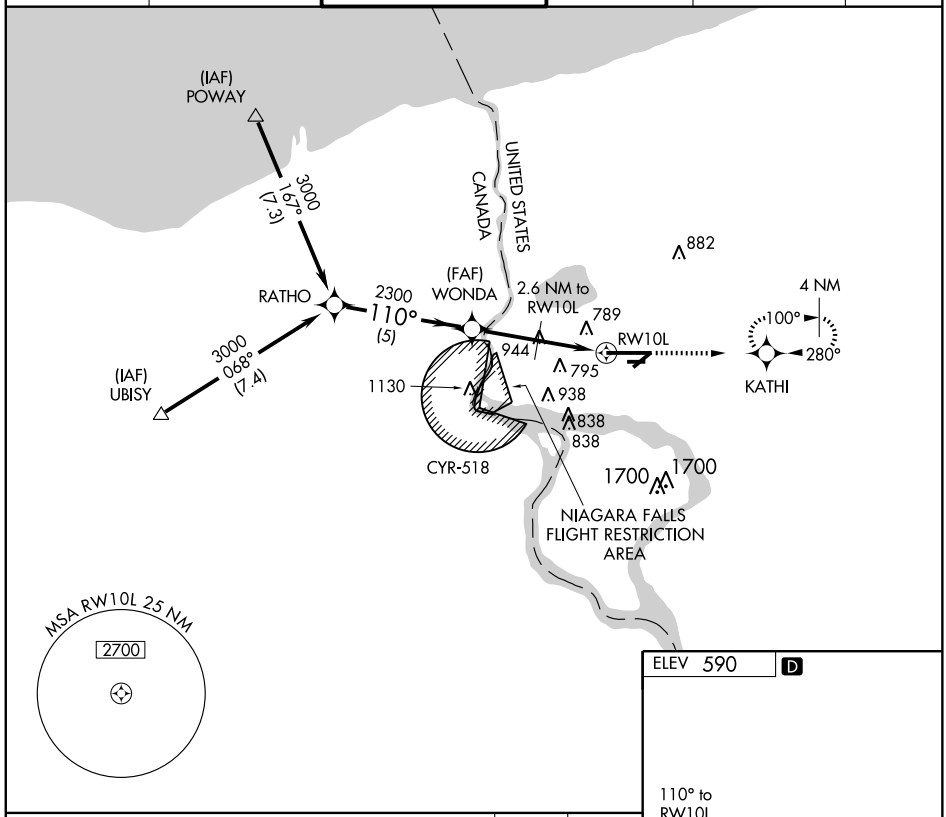
NIAGARA FALLS INTL (IAG)

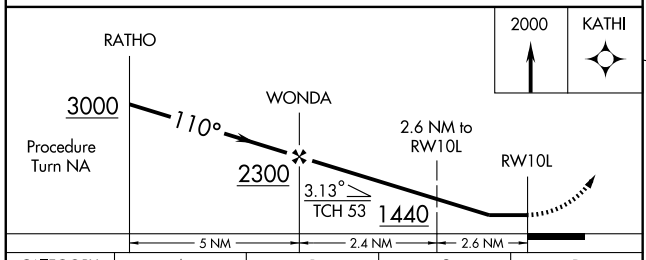
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

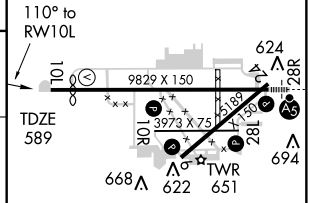
NA

MISSED APPROACH: Climb to 2000 direct KATHI WP and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95







CATEGORY	A	B	C	D
LNAV MDA	1040-1 451 (500-1)		1040-1¼ 451 (500-1¼)	1040-1½ 451 (500-1½)
CIRCLING	1100-1 510 (600-1)		1100-1½ 510 (600-1½)	1180-2 590 (600-2)

REIL Rwys 6,10R, 24, and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

NE-2. 03 JUN 2010 to 01 JUL 2010

TACAN RWY 28R

NIAGARA FALLS INTL (KIAG)

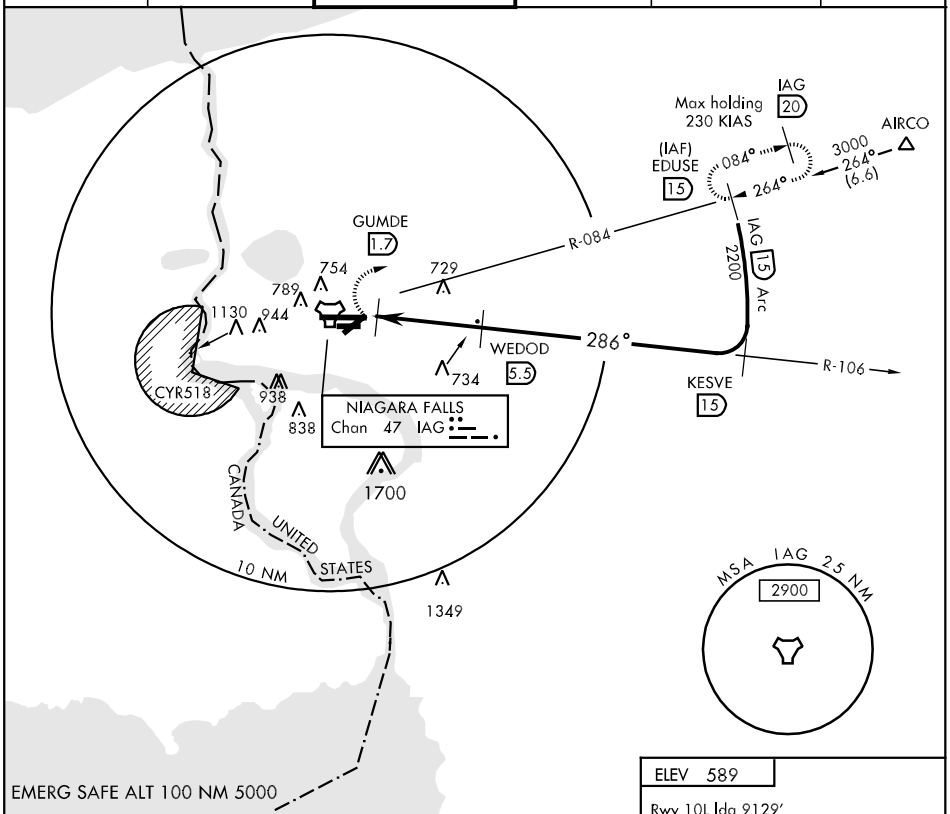
TACAN IAG Chan 47	APCH CRS 286°	Rwy ldg 9129 TDZE 588 Arpt Elev 589	AL-614 [USAF]

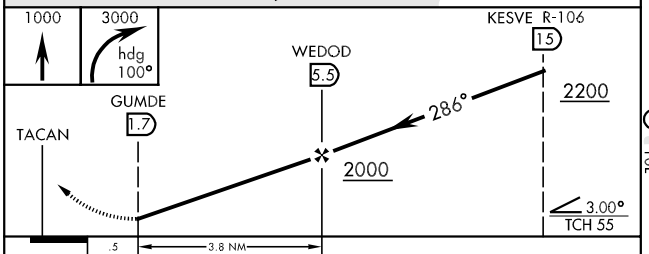
T * When MALSR inop, increase vis CATS ABCE ½ mile, and CAT D ¼ mile.
** Circling NA for CAT E south of runway 10L-28R.

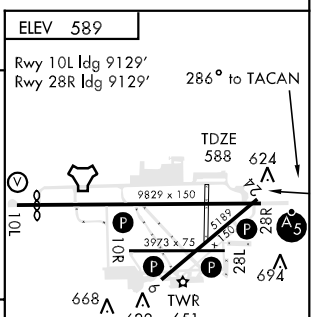
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via heading 100° and IAG R-084 to EDUSE 15 DME and hold.

ATIS	BUFFALO APP CON	NIAGARA TOWER ★	GND CON	CLNC DEL	UNICOM
120.8 269.4	126.5 317.6	118.5 (CTAF) L 349.0	121.7 275.8	119.25 251.1	122.95







CATEGORY	A	B	C	D	E
S-28R *	980/24 392 (400-½)			980/50 392 (400-1)	
CIRCLING **	1100-1 511 (600-1)		1100-1½ 511(600- 1½)	1360-2½ 771(800-2½)	1360-2¾ 771(800-2¾)

REIL Rwy 6, 10R, 24 and 28L L
HIRL Rwy 10L-28R L
MIRL Rwys 6-24 and 10R-28L L

APP CRS	Rwy Idg	4205
014°	TDZE	1023
	Apt Elev	1025

RNAV (GPS) RWY 1

NORWICH / LT. WARREN EATON (OIC)

T
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet. VDP NA when using Binghamton altimeter setting.

MISSED APPROACH: Climb to 4000 direct HESOD and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L

MISSED APCH FIX

4 NM 014° 194° HESOD

1982 1970 2251 2080 ± 1960 RW01 2159 2082 1762 ± 1722 ± (FAF) FENUB 1950 2277 3000 014° (3.5) HAPSO 2236

30 NM to BIVME 5000 194° BIVME 104°

30 NM to GROCK 194° 5000 GROCK 284°

3500 014° (3.5)

(IAF) BIVME 4000 NoPT 103° (6) (IF/IAF) GINNS 4000 NoPT 284° (6) (IAF) GROCK

194° 014° 4 NM

GINNS 104° 284° 4000 15 NM to GINNS 5000 30 NM to GINNS NoPT

ELEV 1025 D

6 L 4724 X 75 0.3% UP TDZE 1023 014° to RW01

REIL Rwys 1 and 19 L
HIRL Rwy 1-19 L

4 NM Holding Pattern

4000 ← 194° 014° →

GINNS HAPSO FENUB 2.2 NM to RW01 3.05° TCH 40 RW01

3500 014° 3000

VGSI and descent angles not coincident.

4000 HESOD

3.5 NM 3.5 NM 3.8 NM 2.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1980-1¼ 957 (1000-1¼)	1980-1½ 957 (1000-1½)	1980-3	957 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4205
194°	TDZE	1025
	Apt Elev	1025

RNAV (GPS) RWY 19

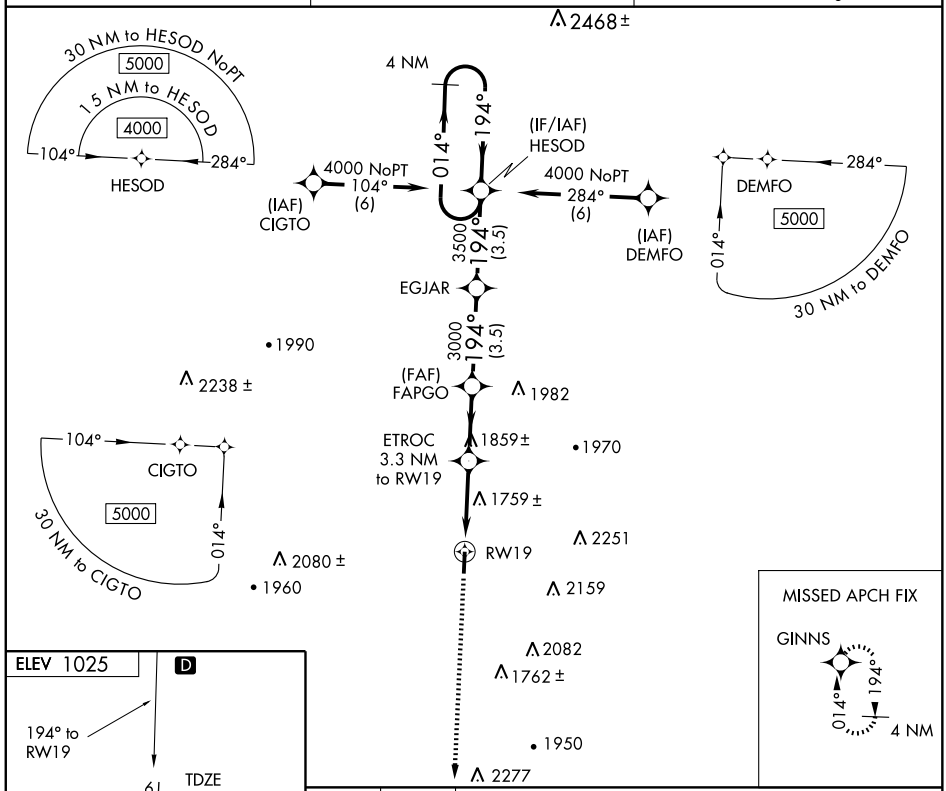
NORWICH / LT. WARREN EATON (OIC)

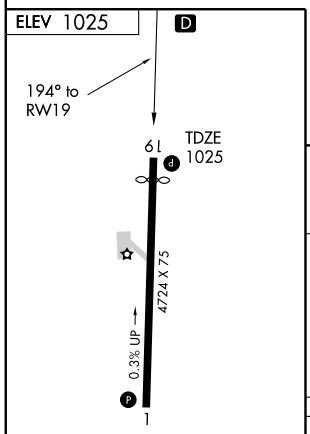
T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.
Cat D straight-in minima NA when using Binghamton altimeter setting.

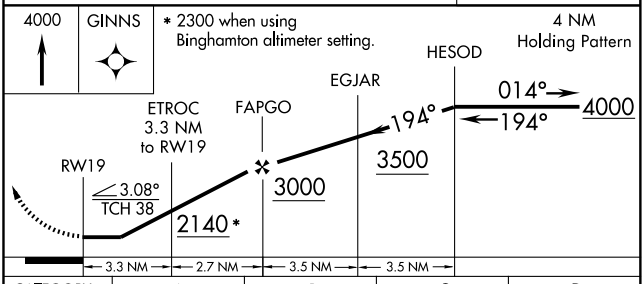
MISSED APPROACH: Climb to 4000 direct GINNS and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L





HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LNAV MDA	2020-1¼ 995 (1000-1¼)	2020-1½ 995 (1000-1½)	2020-3	995 (1000-3)
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME RKA	APP CRS	Rwy Idg	N/A
112.6 Chan 73	307°	TDZE	N/A
		Apt Elev	1025

VOR/DME-A

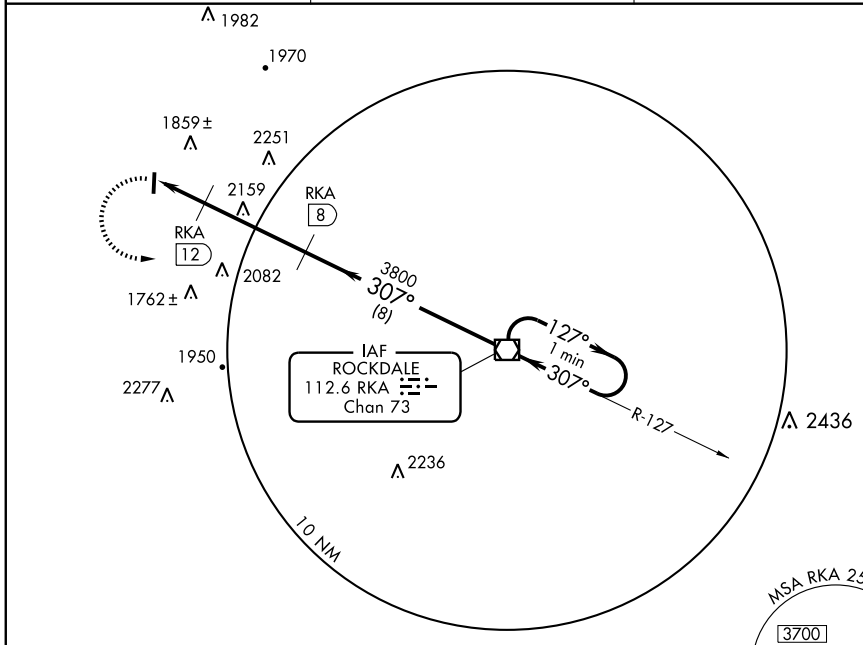
NORWICH / LT. WARREN EATON (OIC)

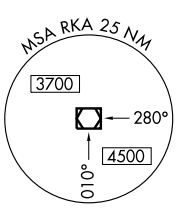
If local altimeter setting not received, use Greater Binghamton altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climbing left turn to 3800, direct RKA VOR/DME and hold.

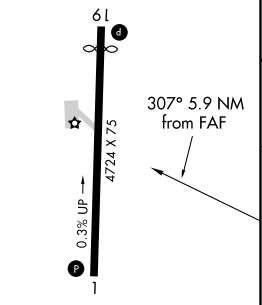
AWOS-3	BOSTON CENTER	UNICOM
119.025	133.25 279.5	122.8 (CTAF) L

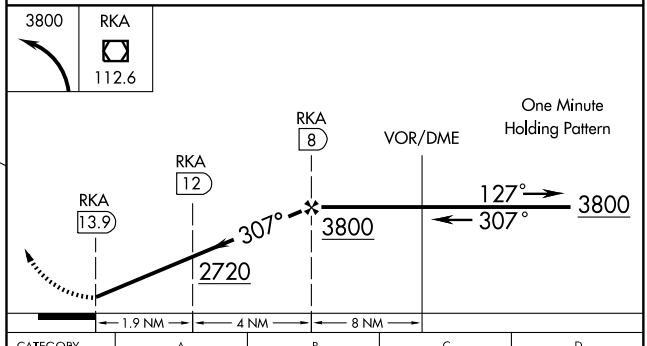




ELEV 1025 D

NoPT for arrivals on RKA VOR/DME airway radials 086 CW 155.





CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1115 (1200-1¼)	2160-1½ 1135 (1200-1½)	2160-3 1135 (1200-3)	2220-3 1195 (1200-3)

HIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OGS	APP CRS	Rwy Idg	5200
110.7	269°	TDZE	297
Chan 44		Apt Elev	297

LOC RWY 27

OGDENSBURG INTL (OGS)

Circling to Rwy 9 NA at night. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Massena altimeter setting and increase all MDA 100 feet, S-27 Cats C and D and Circling Cats B/C/D visibility ¼ mile.

NA

MALS

MISSED APPROACH: Climbing left turn to 2000 direct OGIVE LOM and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF)

ADF REQUIRED

LOM/IAF
OGIVE
358 OG
I-OGS 5.5

LOCALIZER 110.7
I-OGS
Chan 44

692 689 638 590 712 489±

269°
089°
1 min
089°

LETUS
2000
055°
(6.4)

CANADA
UNITED STATES

10 NM

MSA OG 25 NM
1900
225°
045°
3000

1278

ELEV 297

TDZE
297
27

5200 X 150

269° 4.5 NM from FAF

342

2000 OG 358

VGSI and descent angles not coincident.

LOM
I-OGS 5.5

One Minute Holding Pattern

089°
269°
2000

I-OGS
1

269°

3.43°
TCH 52

4.5 NM

HIRL Rwy 9-27

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-27	740-1 443 (500-1)		740-1¼ 443 (500-1¼)	740-1½ 443 (500-1½)
CIRCLING	740-1 443 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5200
269°	TDZE	297
	Apt Elev	297

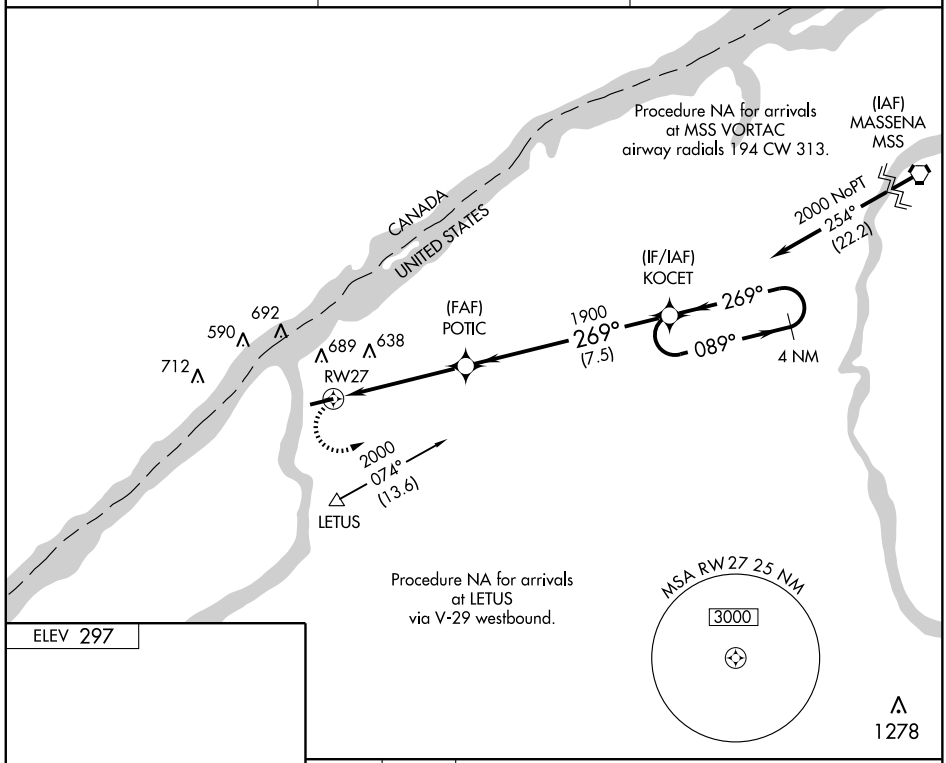
RNAV (GPS) RWY 27
OGDENSBURG INTL (OGS)

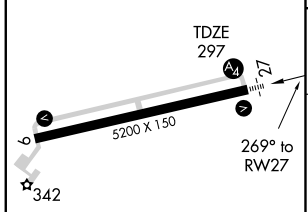
DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night. Inoperative table does not apply. When local altimeter setting not received use Massena altimeter setting and increase all MDA 100 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat B, C, and D visibility ¼ mile.

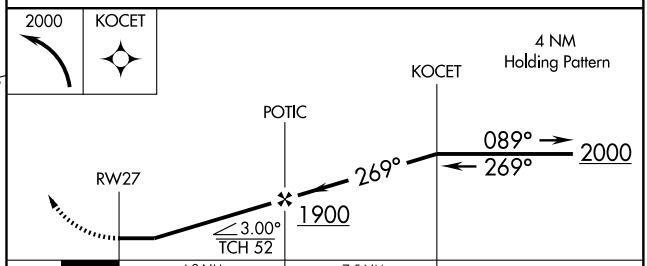
MALS

MISSED APPROACH: Climbing left turn to 2000 direct KOCET WP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.525	135.25 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	780 - 1 483 (500-1)		780-1¼ 483 (500-1¼)	780-1½ 483 (500-1½)
CIRCLING	780-1 483 (500-1)	1000-1 703 (800-1)	1000-2 703 (800-2)	1000-2¼ 703 (800-2¼)

HIRL Rwy 9-27

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-OLE	APP CRS	Rwy Idg	4600
109.3	223°	TDZE	2132
		Apt Elev	2135

LOC RWY 22

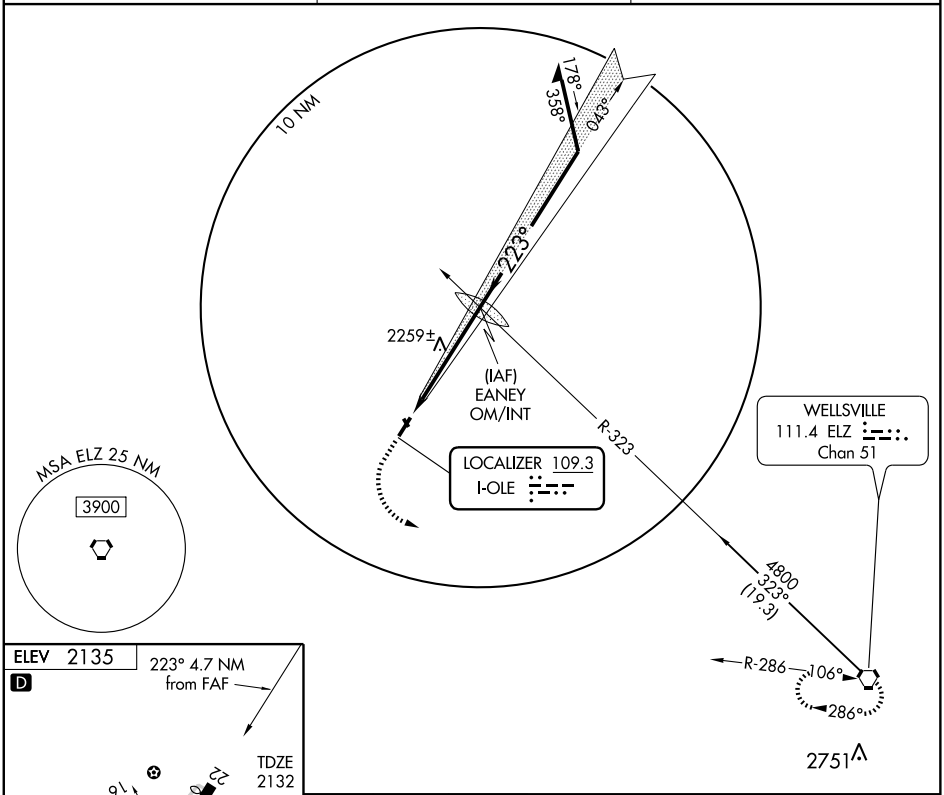
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

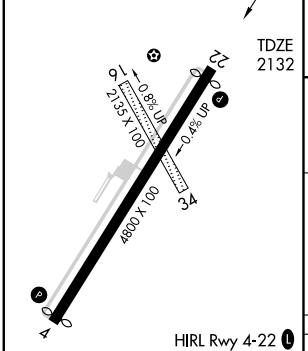
When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. When local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 80 feet and S-22 Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

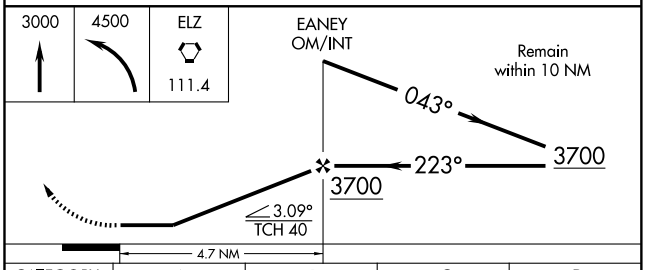
NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 direct ELZ VORTAC and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L







FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-22	2520-1 388 (400-1)			2520-1¼ 388 (400-1¼)
CIRCLING	2620-1 485 (500-1)		2620-1½ 485 (500-1½)	2700-2 565 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4700
CH 53401	043°	TDZE	2132
W04A		Apt Elev	2135

RNAV (GPS) RWY 4

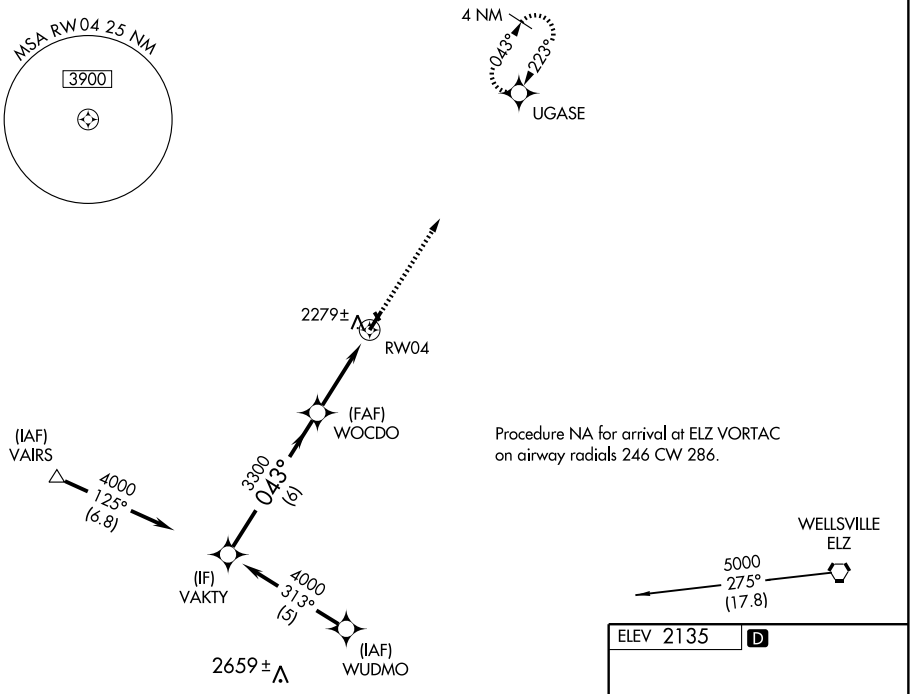
OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

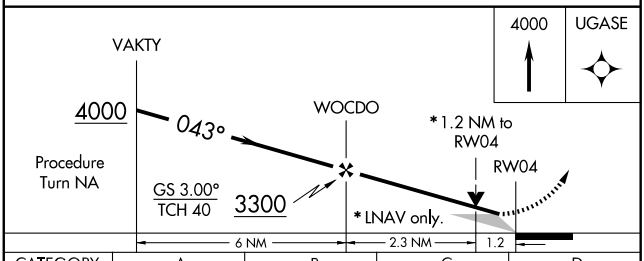
T A NA W

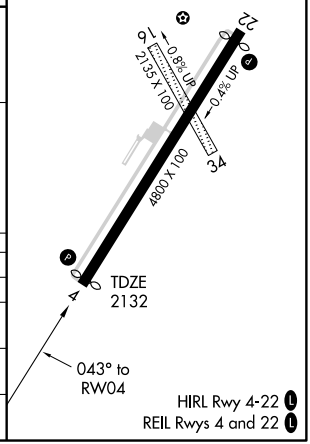
DME/DME RNP-0.3 NA. When VGSI inop, circling Rwy 22 NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). VDP and Baro-VNAV NA when using Bradford, PA altimeter setting.

MISSED APPROACH: Climb to 4000 direct UGASE and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2549-1½ 417 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4600
CH 99401	223°	TDZE	2132
W22A		Apt Elev	2135

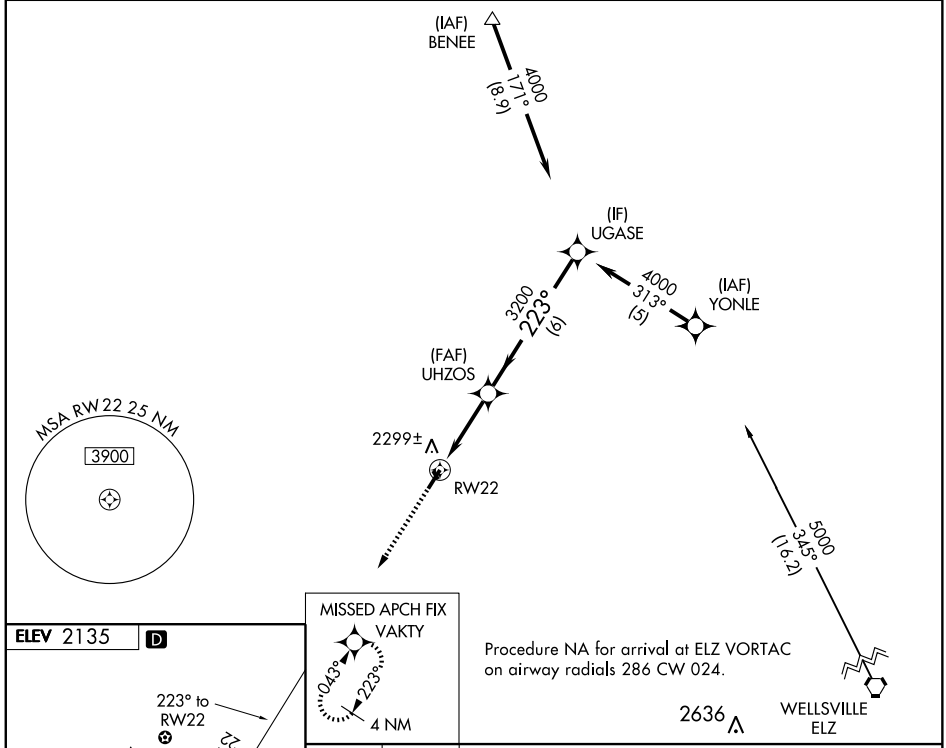
RNAV (GPS) RWY 22

OLEAN / CATTARAUGUS COUNTY-OLEAN (OLE)

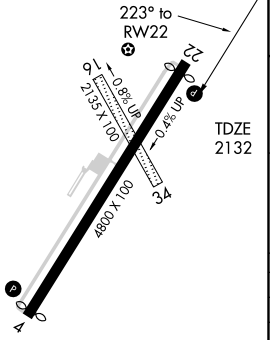
DME/DME RNP-0.3 NA. When VGSI inop, straight-in/circling Rwy 22 procedure NA at night. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (110°F). Baro-VNAV NA when using Bradford, PA altimeter setting. Visibility reduction by helicopters NA.

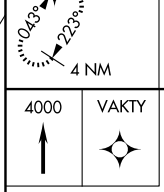
MISSED APPROACH: Climb to 4000 direct VAKTY and hold.

AWOS-3	CLEVELAND CENTER	UNICOM
118.375	124.325 353.850	122.8 (CTAF) L



ELEV 2135 D





Procedure NA for arrival at ELZ VORTAC on airway radials 286 CW 024.

CATEGORY	A	B	C	D
LPV DA	2382-1 250 (300-1)			
LNAV/ VNAV DA	2569-1½ 437 (500-1½)			
LNAV MDA	2560-1 428 (500-1)		2560-1¼ 428 (500-1¼)	2560-1½ 428 (500-1½)
CIRCLING	2620-1½ 485 (500-1½)			2700-2 565 (600-2)

HIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-OZX	APP CRS	Rwy Idg	4200
108.9	237°	TDZE	1758
		Apt Elev	1763

LOC RWY 24

ONEONTA MUNI (N66)

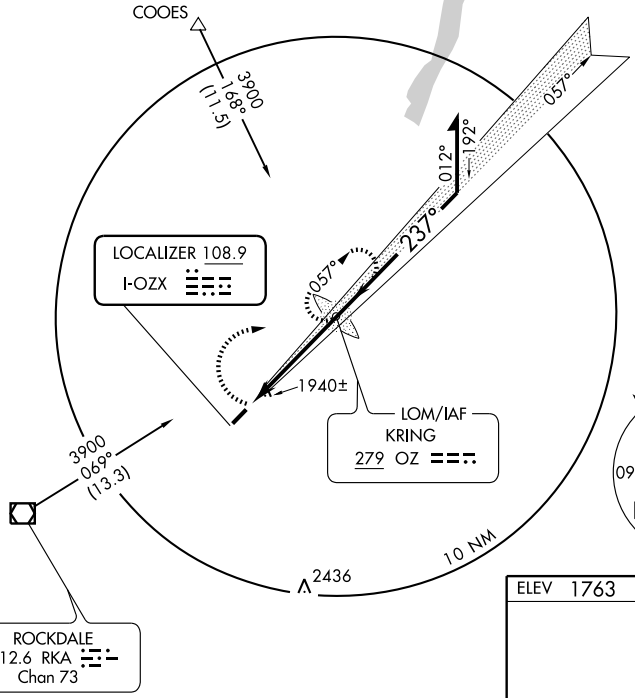
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet and increase Circling Cat B visibility ¼ . Inoperative table does not apply. Visibility reduction by helicopters NA. Localizer unusable 4.2 NM after passing OZ LOM.

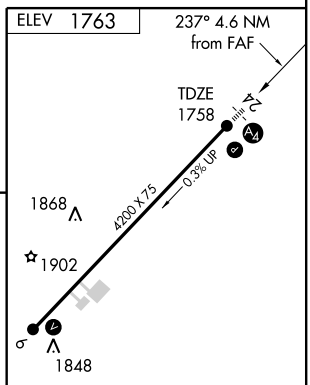
MALS

MISSED APPROACH: Climbing right turn to 3900 direct OZ LOM and hold, continue climb-in-hold to 3900.

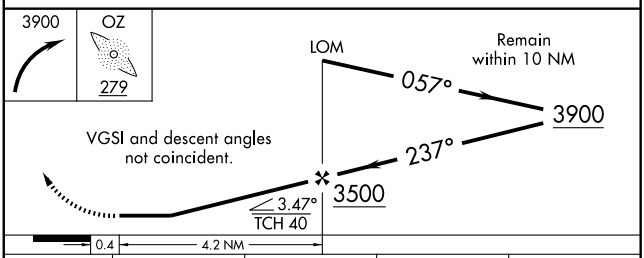
AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L

ADF REQUIRED





MIRL Rwy 6-24
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
S-24	2220-1	462 (500-1)	NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4200
CH 86309	057°	TDZE	1763
W06A		Apt Elev	1763

RNAV (GPS) RWY 6

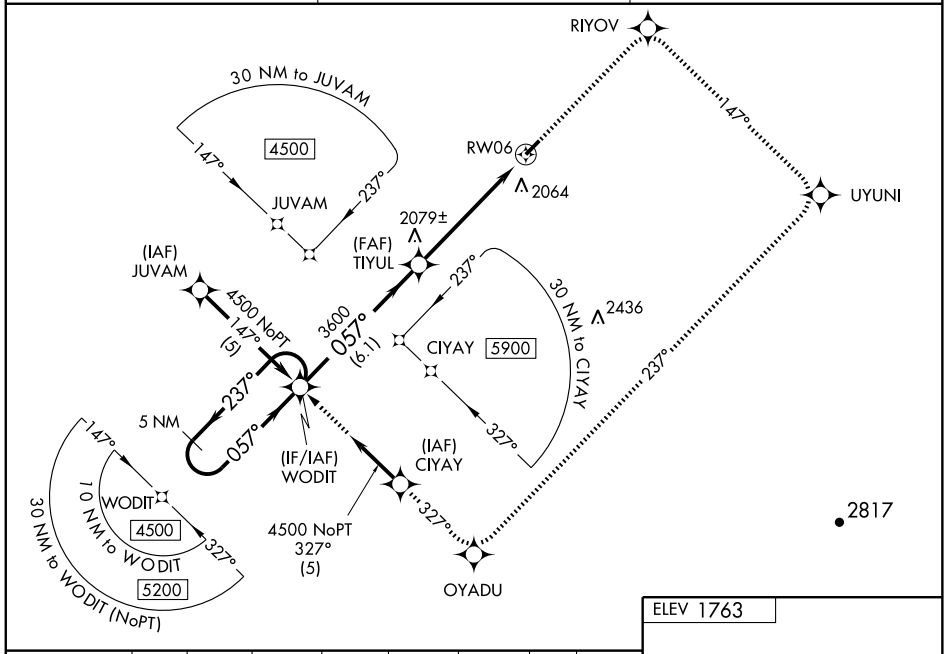
ONEONTA MUNI (N66)

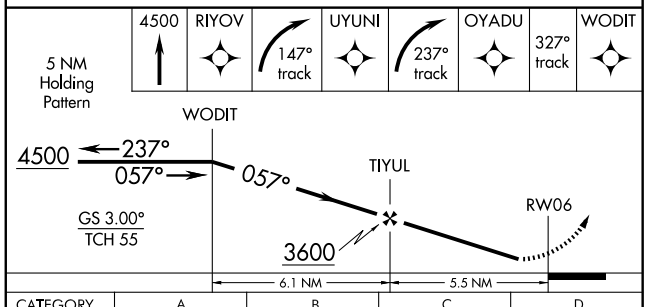
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and circling visibility Cat B ¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

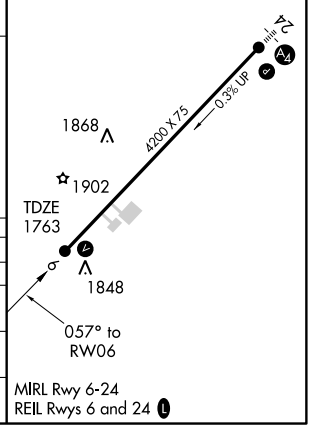
NA

MISSED APPROACH: Climb to 4500 direct RIYOV and right turn via 147° track to UYUNI and right turn via 237° track to OYADU and via 327° track to WODIT and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2075-1 312 (400-1)		NA	
LNAV/VNAV DA	2351-2 588 (600-2)		NA	
LNAV MDA	2260-1 497 (500-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

ONEONTA, NEW YORK

WAAS	APP CRS	Rwy Idg	4200
CH 70409	237°	TDZE	1758
W24A		Apt Elev	1763

RNAV (GPS) RWY 24

ONEONTA MUNI (N66)

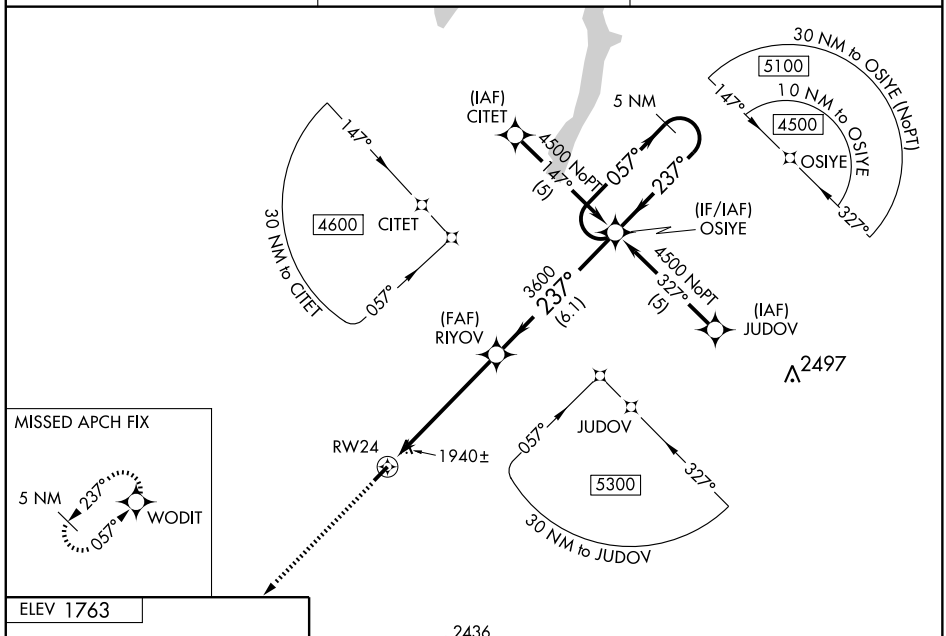
When local altimeter setting not received, use Binghamton altimeter setting and increase all DA 122 feet, all MDA 140 feet, and increase LPV and LNAV/VNAV visibilities ½ mile all Cats, and Circling visibility Cat B¼ mile. Baro-VNAV NA when using Binghamton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Visibility reduction by helicopters NA. Inoperative table does not apply. DME/DME RNP-0.3 NA.

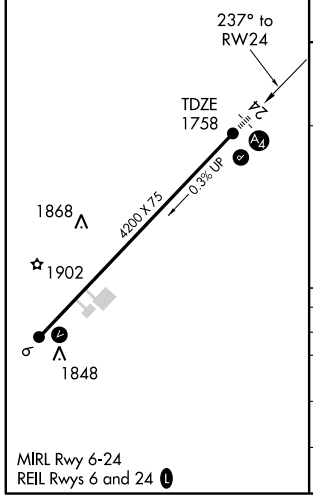
NA

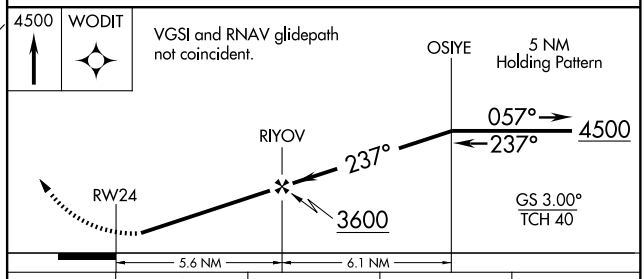
MALS

MISSED APPROACH: Climb to 4500 direct WODIT and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2191-1½ 433 (500-1½)		NA	
LNAV/VNAV DA	2258-1¾ 500 (500-1¾)		NA	
LNAV MDA	2300-1 542 (600-1)		NA	
CIRCLING	2340-1 577 (600-1)	2380-1 617 (700-1)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME RKA	APP CRS	Rwy Idg	4200
112.6	078°	TDZE	1763
Chan 73		Apt Elev	1763

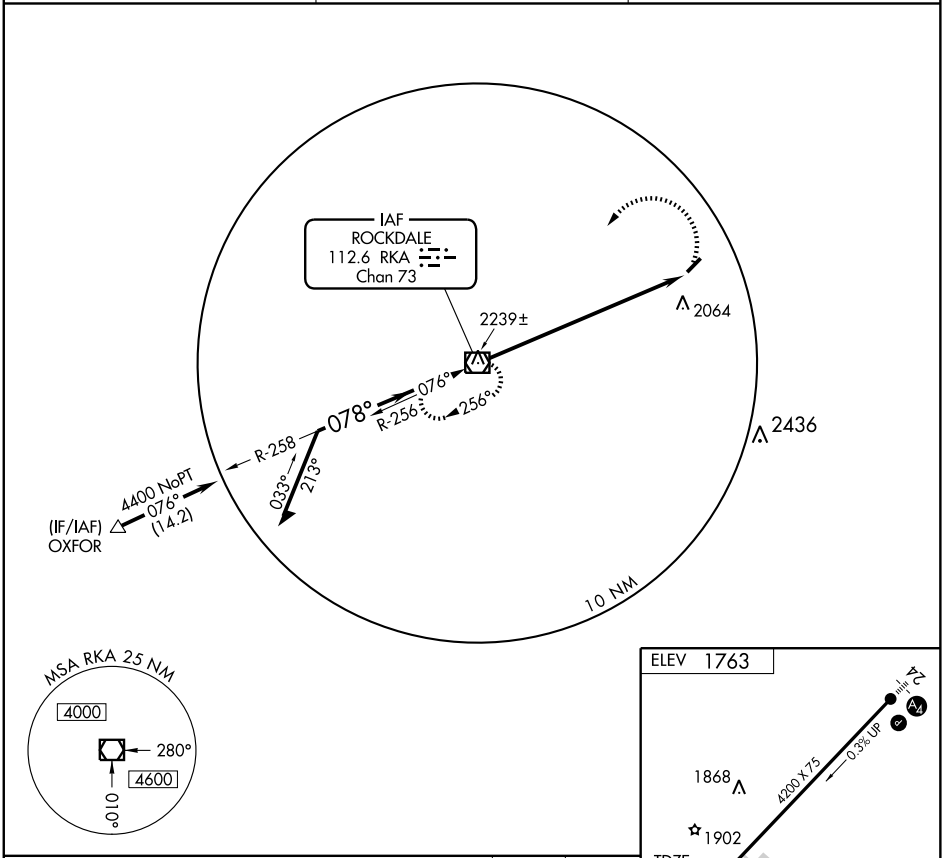
VOR RWY 6
ONEONTA MUNI (N66)

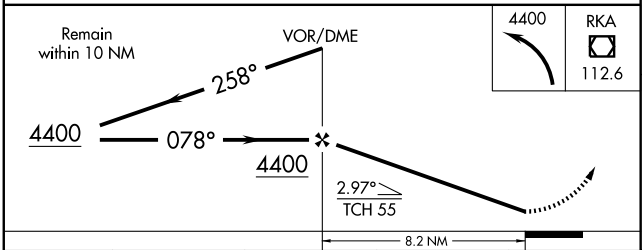
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 140 feet, and S-6 Cat B and Circling visibility Cat B ¼ mile. Visibility reduction by helicopters NA.

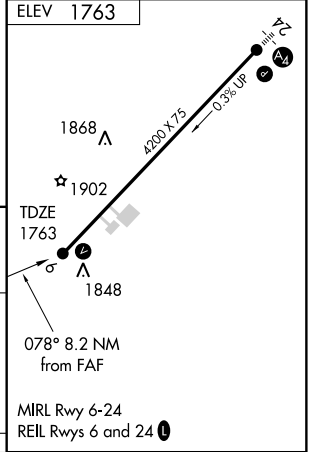
NA

MISSED APPROACH:
Climbing left turn to 4400 direct RKA VOR/DME and hold.

AWOS-3	BOSTON CENTER	UNICOM
119.575	133.25 279.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-6	2440-1	677 (700-1)	NA	
CIRCLING	2440-1	677 (700-1)	NA	

FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NE-2. 03 JUN 2010 to 01 JUL 2010

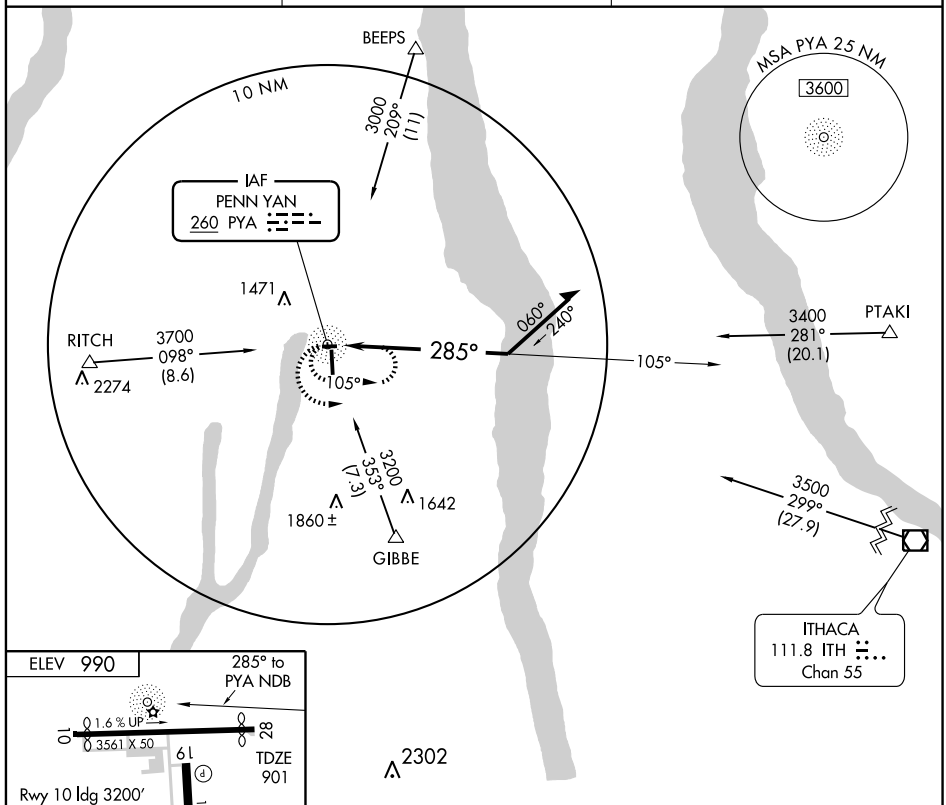
NDB PYA	APP CRS	Rwy Idg	3177
260	285°	TDZE	901
		Apt Elev	990

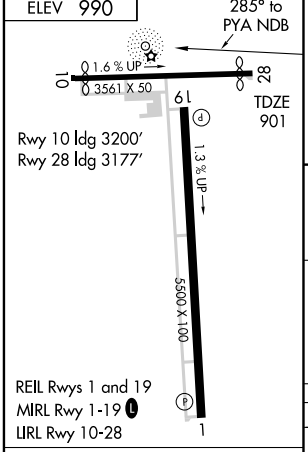
NDB RWY 28
PENN YAN (PEO)

NA

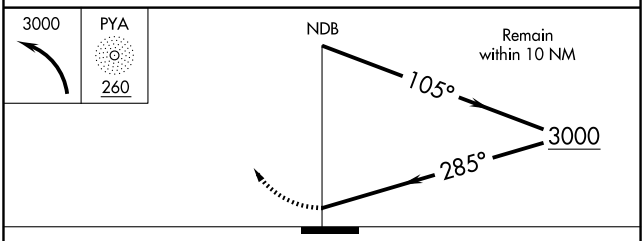
MISSED APPROACH: Climbing left turn to 3000 in PYA NDB holding pattern.

ASOS	ELMIRA APP CON*	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-28	1600-1	699 (700-1)	1600-2 699 (700-2)	1600-2¼ 699 (700-2¼)
CIRCLING	1600-1	610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

NE-2. 03 JUN 2010 to 01 JUL 2010

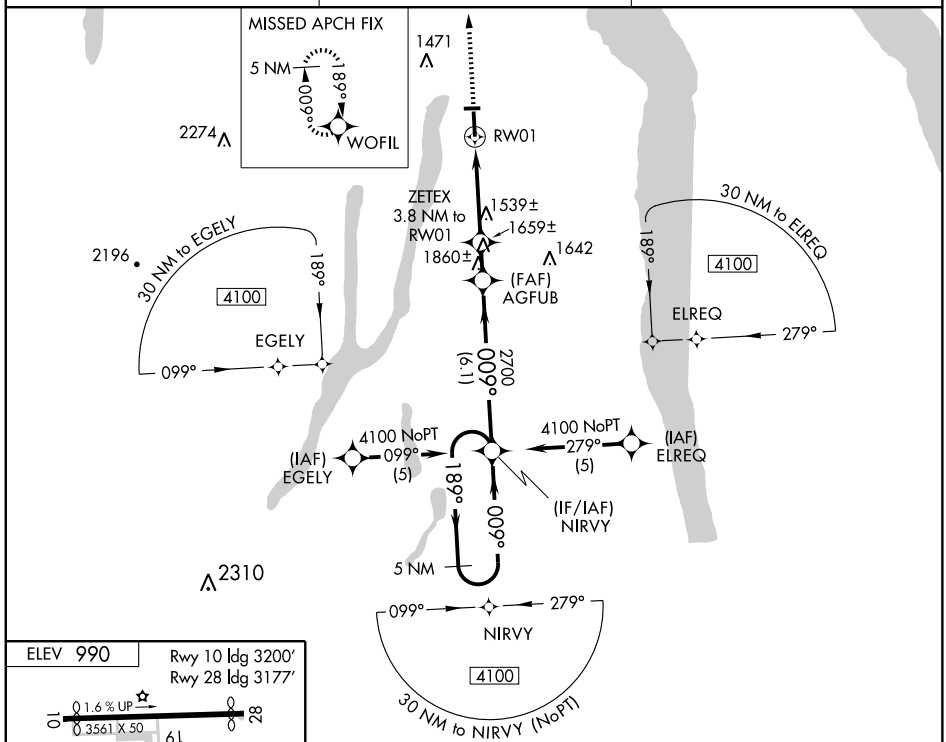
WAAS	APP CRS	Rwy Idg	5500
CH 99507	009°	TDZE	990
W01A		Apt Elev	990

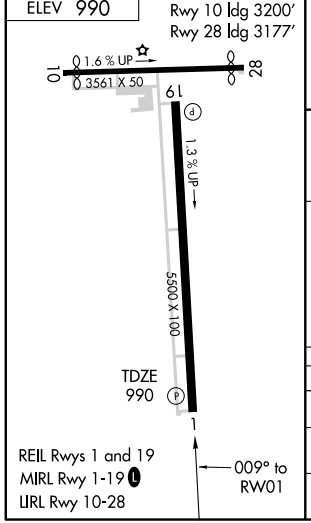
RNAV (GPS) RWY 1
PENN YAN (PEO)

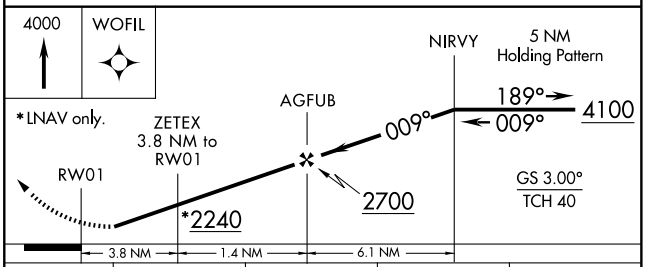
When local altimeter setting not received, use Elmira altimeter setting and increase LPV DA 73 feet, all MDA 80 feet, LPV all Cats visibility ¼ mile, LNAV and Circling Cat A visibility ¼ mile, and LNAV and Circling Cats C and D visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct WOFIL and hold, continue climb in hold to 4000.

ASOS	ELMIRA APP CON*	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1360-1¼ 370 (400-1¼)			
LNAV MDA	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)
CIRCLING	1800-1 810 (900-1)	1800-1¼ 810 (900-1¼)	1800-2¼ 810 (900-2¼)	1800-2½ 810 (900-2½)

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5500
189°	TDZE	968
	Apt Elev	990

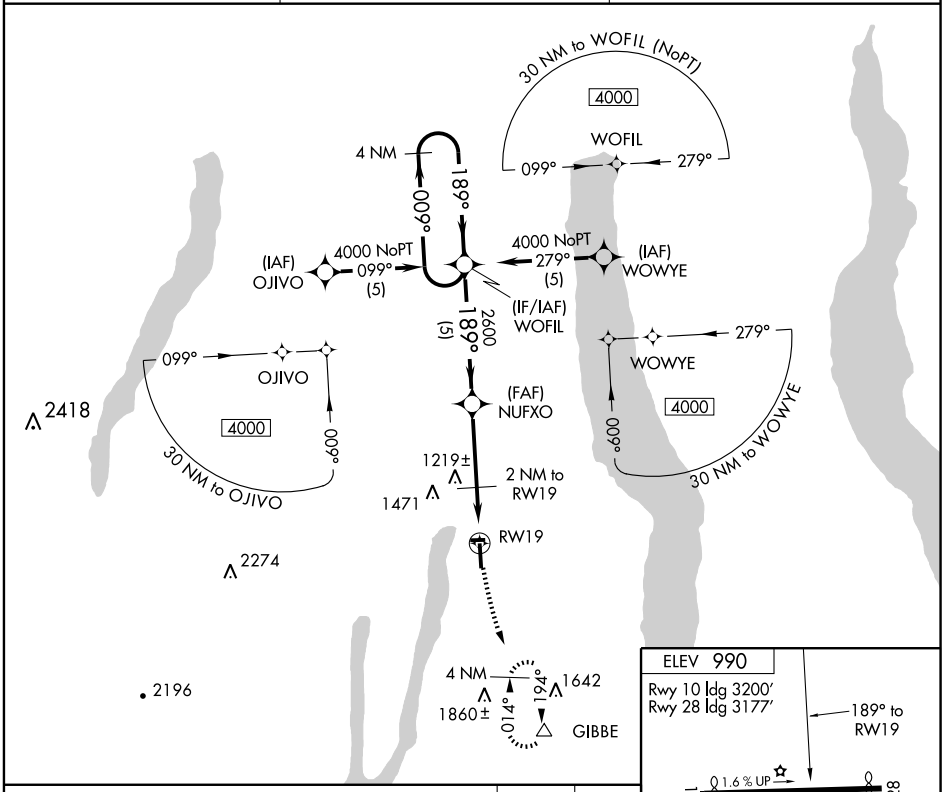
RNAV (GPS) RWY 19
PENN YAN (PEO)

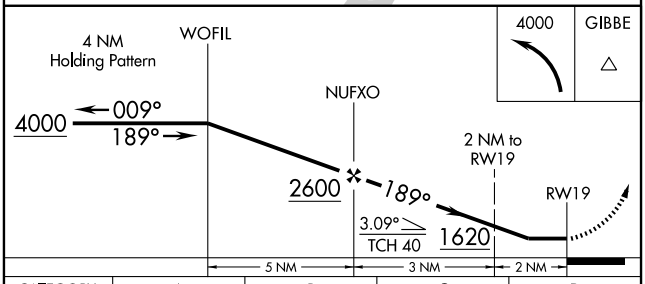
T
A NA

DME/DME RNP-0.3 NA.

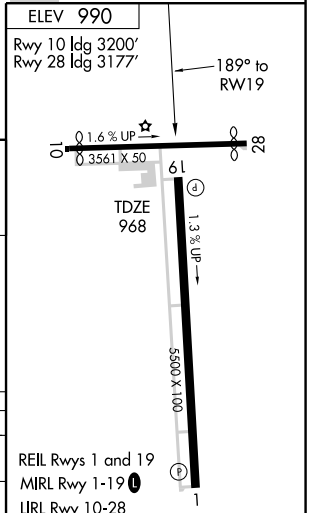
MISSED APPROACH: Climbing left turn to 4000 direct GIBBE WP and hold.

ASOS	ELMIRA APP CON★	UNICOM
121.175	124.3 257.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 432 (500-1)		1400-1¼ 432 (500-1¼)	1400-1½ 432 (500-1½)
CIRCLING	1480-1 490 (500-1)	1600-1 610 (700-1)	1680-2 690 (700-2)	1780-2½ 790 (800-2½)

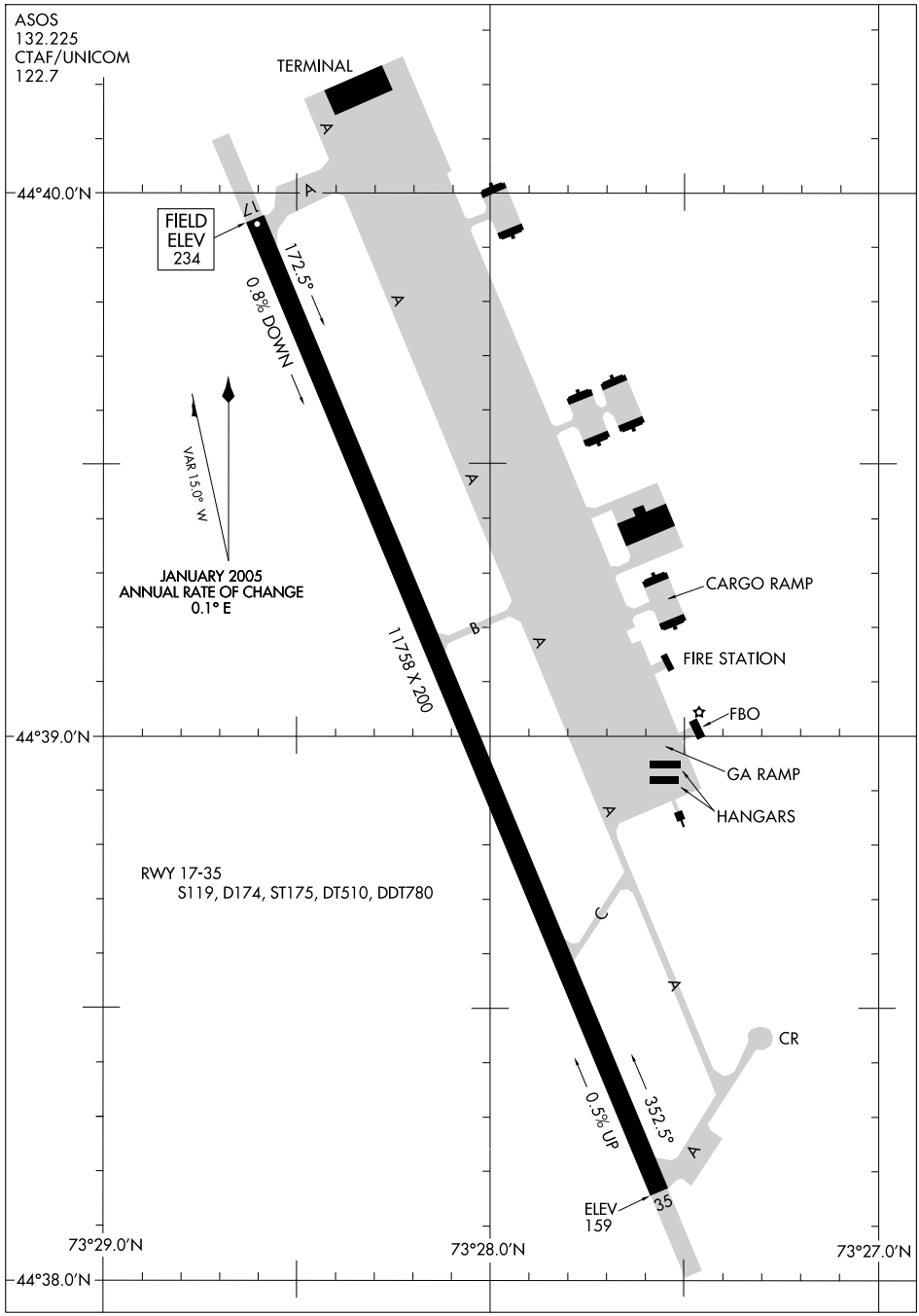


NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-729 (FAA)

PLATTSBURGH INTL (PBG)
PLATTSBURGH, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

HI-VOR/DME or TACAN RWY 35

VORTAC PLB	APCH CRS	Rwy ldg 11,759
116.9	332°	TDZE 177
Chan 116		Arpt Elev 235

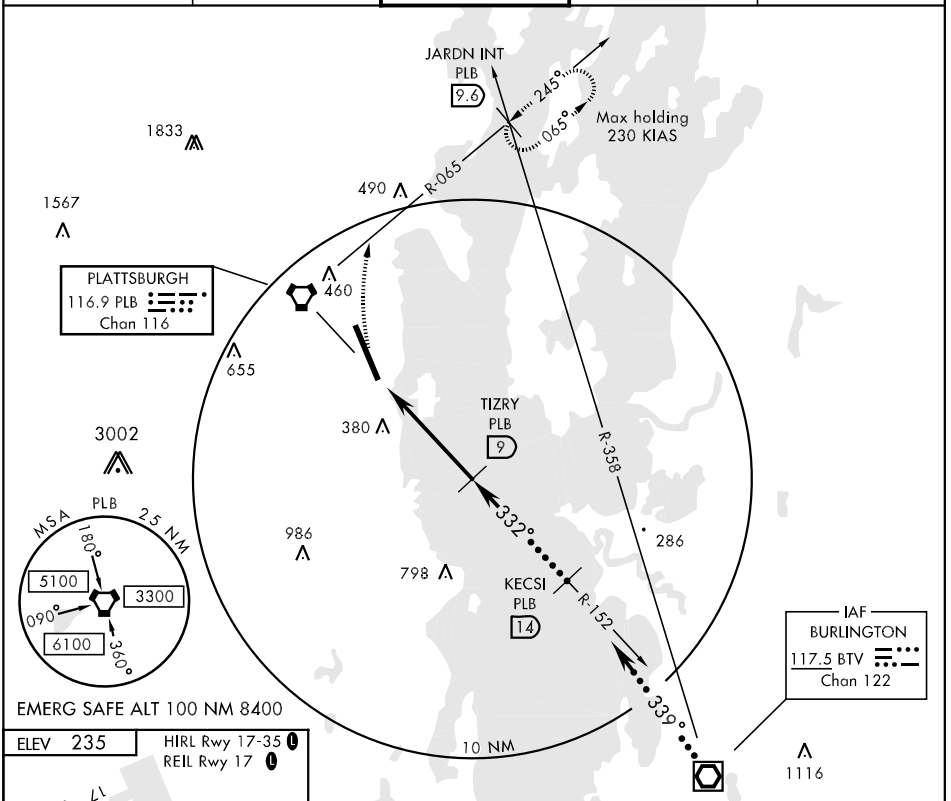
JAL-729 [USAF] — PLATTSBURGH INTL (PBG)

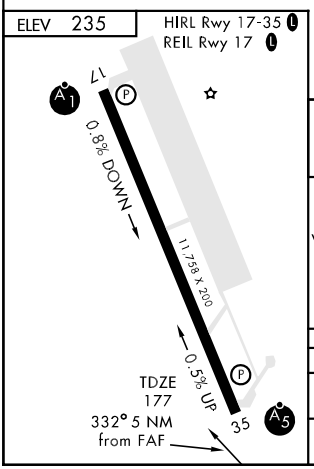
Use Clinton County altimeter setting.

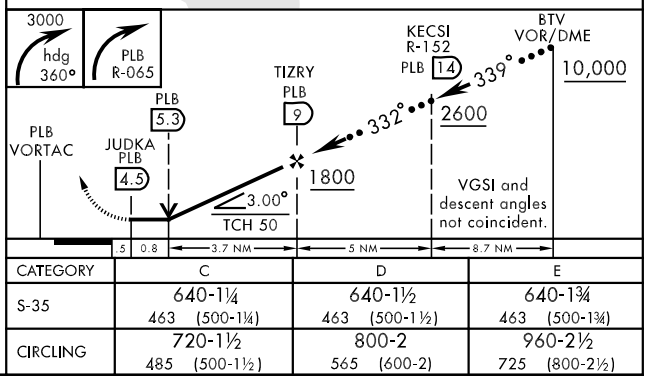
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN INT/ PLB 9.6 DME and hold, hold NE, LT, 245° inbound.

BURLINGTON ★ APP CON	CLINTON COUNTY ASOS	UNICOM	CLNC DEL	
121.1 278.8	132.225	122.7 (CTAF)	121.85	122.975 L







CATEGORY	C	D	E
S-35	640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)	640-1¾ 463 (500-1¾)
CIRCLING	720-1½ 485 (500-1½)	800-2 565 (600-2)	960-2½ 725 (800-2½)

LOC/DME I-FQV	APP CRS	Rwy Idg 11758
109.7	352°	TDZE 177
Chan 34		Apt Elev 234

ILS or LOC/DME RWY 35

PLATTSBURGH INTL (PBG)

When local altimeter setting not received, use Burlington Intl altimeter setting and increase DA to 431, increase all MDAs 60 feet.
NA VDP NA when using Burlington Intl altimeter setting.
When MALSR inoperative, increase visibility S-ILS 35 Cat E ¼ mile and S-LOC 35 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 via heading 023° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold, continue climb-in-hold to 3000.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L

1703 ±
1830
1567
3002
985
343 ±
319±
379±
480
JARDN INT
PLB 9.6
245°
065°
R-065
R-358
BTV
MSA PLB 25 NM
180°
5100
090°
3400
6100
360°
PLATTSBURGH
116.9 PLB
Chan 116
DME REQUIRED
10 NM
LOCALIZER 109.7
I-FQV
Chan 34
Maximum holding airspeed 230 KIAS
LOM
HERRO
BT 382
BAVDE
I-FQV 8.3
2200
(6.1)
352°
172°
3000 NoPT
308°
(7.8)
IAF
BURLINGTON
117.5 BTV
Chan 122
(IF/IAF)
CAPNU
I-FQV 14.4
1 min
Procedure NA for arrivals on BTV VOR/DME airway radials 311 CW 335.

ALTERNATE MISSED APCH FIX
326°
146°
326°
HERRO
BT
382

ELEV 234
402±
0.8% DOWN
11758X200
0.5% UP
3615
TDZE
177
352° 6.1 NM from FAF
REIL 17 L
HIRL Rwy 17-35 L

700
3000
HDG 023°
PLB R-065
116.9
JARDN INT
PLB 9.6
CAPNU
I-FQV 14.4
One Minute Holding Pattern
BAVDE
I-FQV 8.3
I-FQV 2.1
I-FQV 3.4
2200
352°
172°
3000
352°
2200
GS 3.00°
TCH 55
1.3
4.9
6.1 NM

CATEGORY	A	B	C	D	E
S-ILS 35	377-½ 200 (200-½)				
S-LOC 35	580-½ 403 (400-½)		580-¾ 403 (400-¾)		580-1 403 (400-1)
CIRCLING	680-1 446 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11758
CH 40402	172°	TDZE	234
W17A		Apt Elev	234

RNAV (GPS) RWY 17

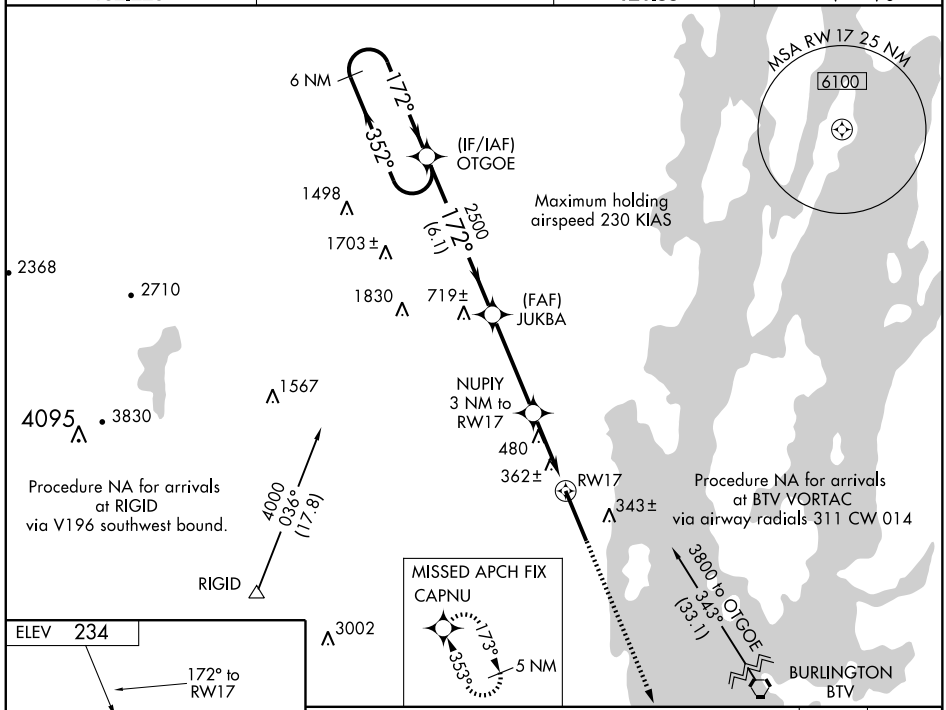
PLATTSBURGH INTL (PBG)

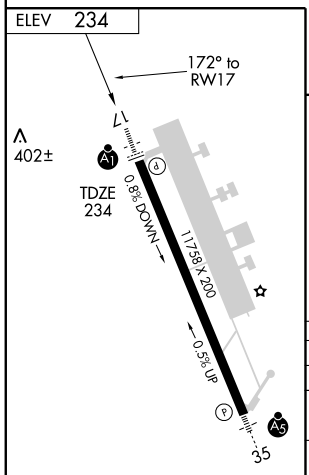
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 615, LNAV/VNAV DA to 794, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative ALSF, increase LPV all cats and LNAV Cats A/B visibilities ¼ mile, and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

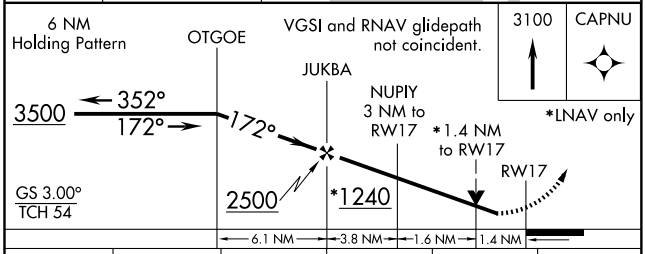
ALSF-1

MISSED APPROACH: Climb to 3100 direct CAPNU and hold.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	561-¾ 327 (400-¾)				
LNAV/VNAV DA	706-1¼ 472 (500-1¼)				
LNAV MDA	740-¾ 506 (600-¾)		740-1 506 (600-1)		740-1¼ 506 (600-1¼)
CIRCLING	740-1 506 (600-1)		740-1½ 506 (600-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11758
CH 78003	353°	TDZE	177
W35A		Apt Elev	234

RNAV (GPS) RWY 35

PLATTSBURGH INTL (PBG)

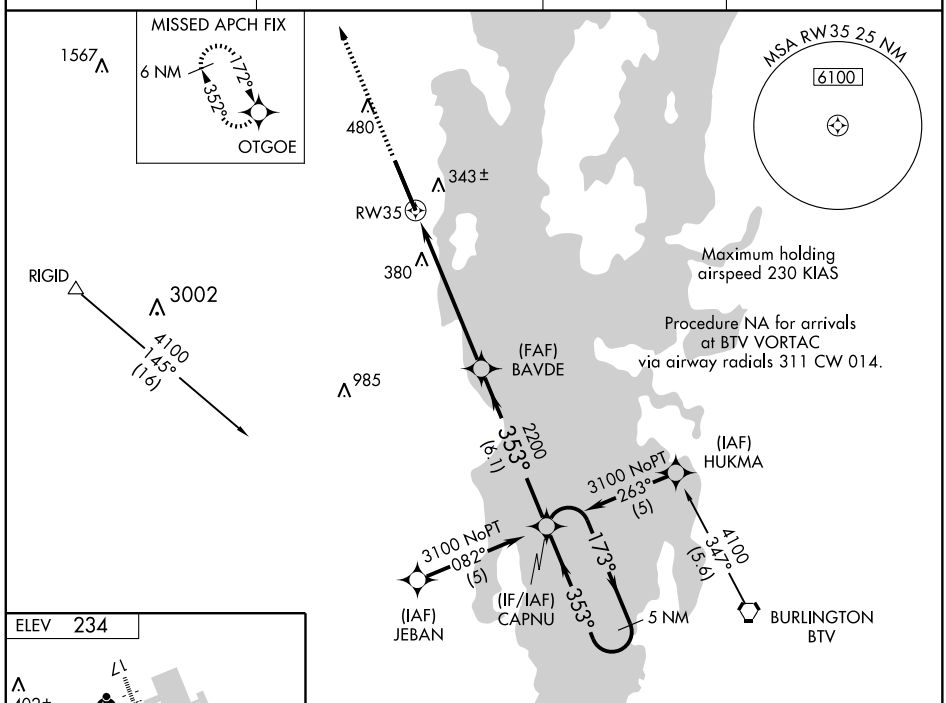
T A NA W

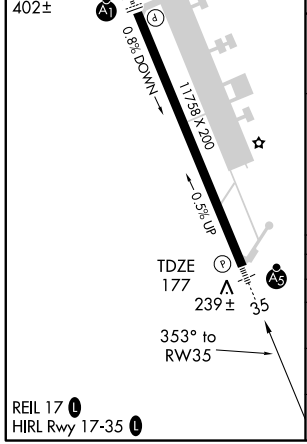
When local altimeter setting not received, use Burlington Intl altimeter setting and increase LPV DA to 481, LNAV/VNAV DA to 591, and all MDAs 60 feet. VDP NA when using Burlington Intl altimeter setting. For inoperative MALSR, increase LPV all Cats and LNAV/VNAV and LNAV Cat E visibilities ½ mile. Baro-VNAV NA. DME/DME RNP-0.3 NA.

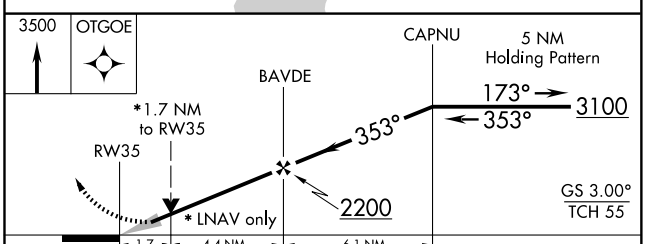
MALSR

MISSED APPROACH: Climb to 3500 direct OTGOE and hold.

ASOS	BURLINGTON APP CON★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D	E
LPV DA	427-½ 250 (200-½)				
LNAV/VNAV DA	537-¾ 360 (400-¾)				
LNAV MDA	700-½ 523 (500-½)		700-1 523 (500-1)	700-1¼ 523 (500-1¼)	
CIRCLING	700-1 466 (500-1)	720-1 486 (500-1)	720-1½ 486 (500-1½)	800-2 566 (600-2)	980-2¾ 746 (800-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC PLB	APP CRS	Rwy Idg	11758
116.9	332°	TDZE	177
Chan 116		Apt Elev	235

VOR/DME RWY 35

PLATTSBURGH INTL (PBG)

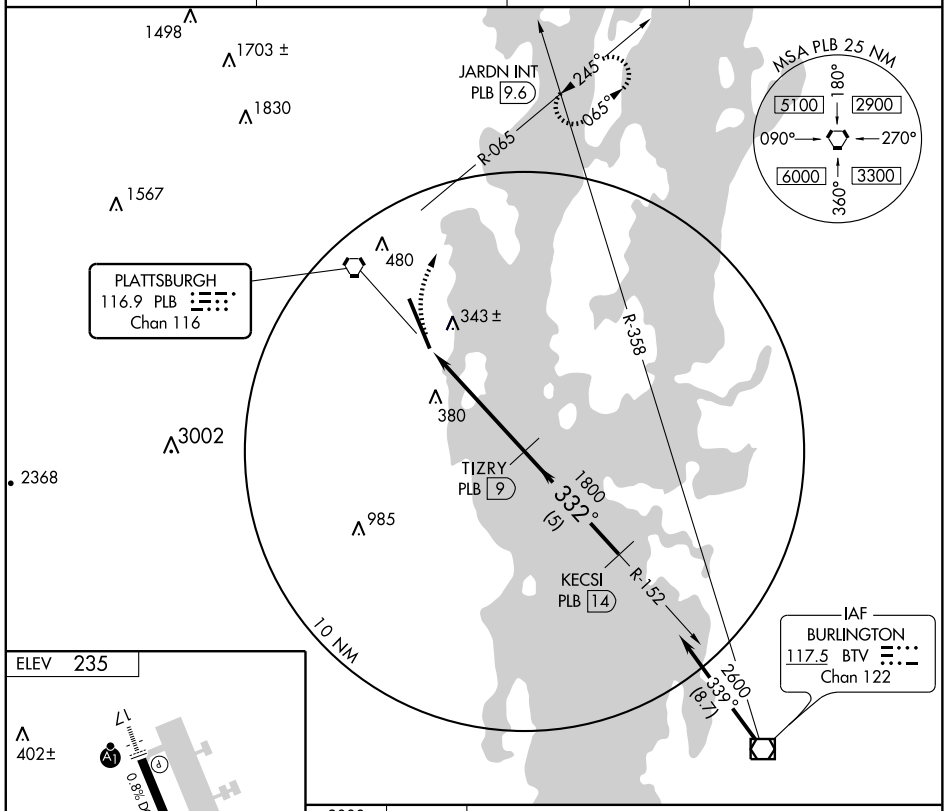
When local altimeter setting not received, use Burlington Intl altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply. Visibility reduction by helicopters NA.

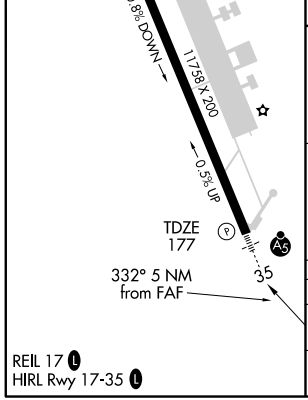
NA

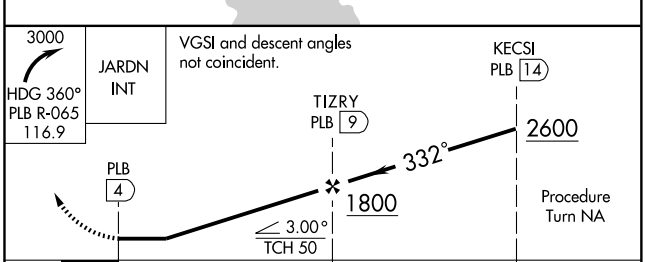
MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 360° and PLB R-065 to JARDN Int/PLB 9.6 DME and hold.

ASOS	BURLINGTON APP CON ★	CLNC DEL	UNICOM
132.225	121.1 278.8	121.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	640-1 463 (500-1)		640-1¼ 463 (500-1¼)	640-1½ 463 (500-1½)
CIRCLING	700-1 465 (500-1)		720-1½ 485 (500-1½)	800-2 565 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

NDB PTD 400	APP CRS 235°	Rwy Idg 3705 TDZE 474 Apt Elev 474

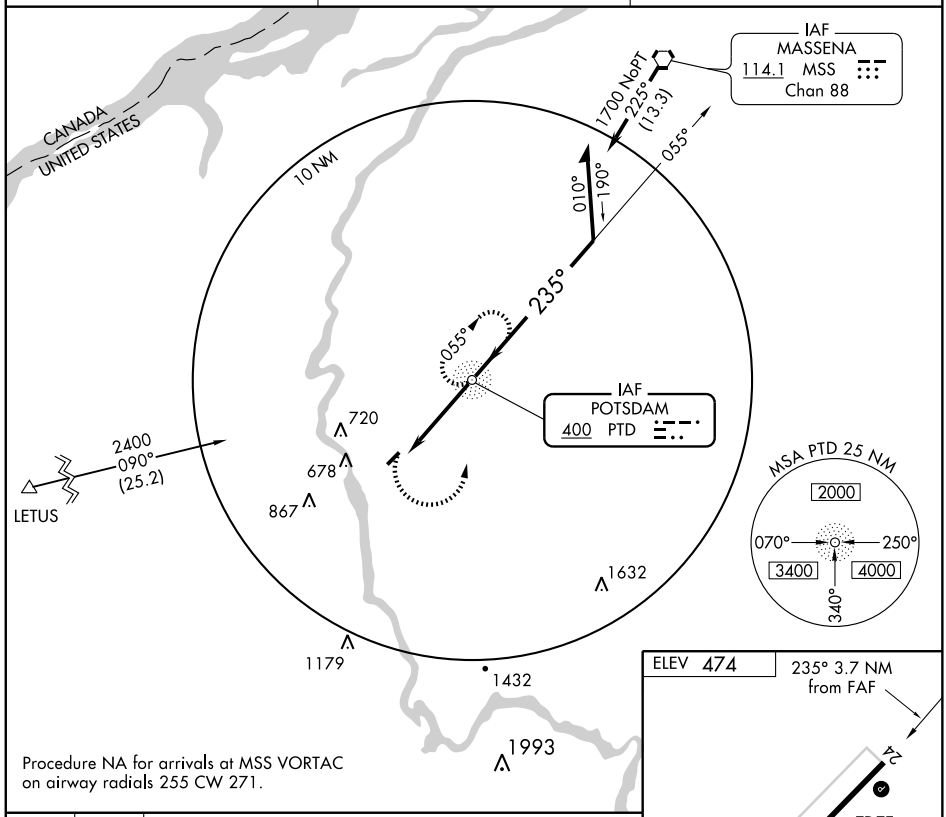
NDB RWY 24

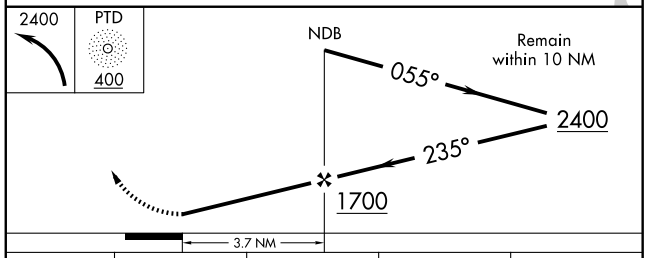
POTSDAM MUNI (DAMON FIELD) (PTD)

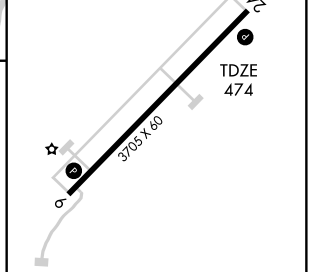
T
NA If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2400 direct PTD NDB and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	920-1 446 (500-1)		920-1¼ 446 (500-1¼)	NA
CIRCLING	920-1 446 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3705
238°	TDZE	474
	Apt Elev	474

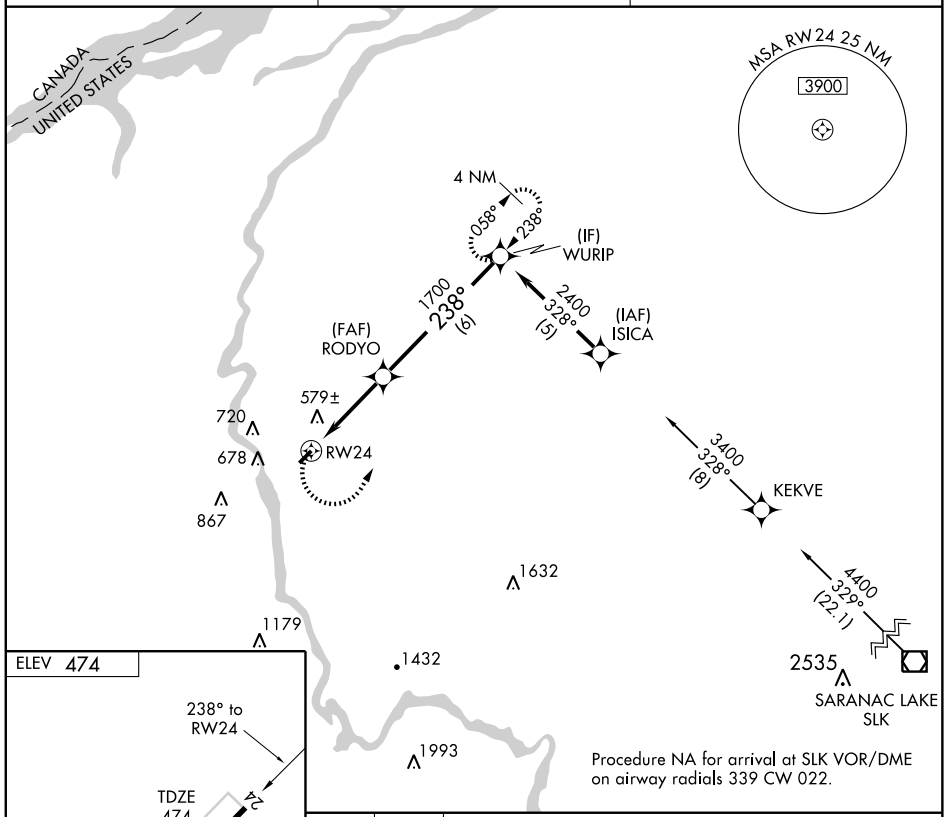
RNAV (GPS) RWY 24

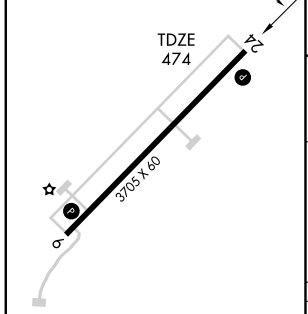
POTSDAM MUNI (DAMON FIELD) (PTD)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Massena Intl-Richards Field altimeter setting and increase all MDAs 80 feet.

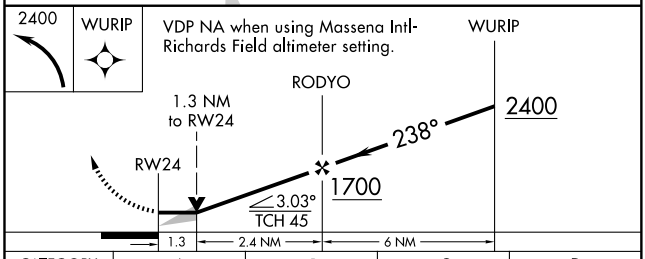
MISSED APPROACH: Climbing left turn to 2400 direct WURIP and hold.

AWOS-3	BOSTON CENTER	UNICOM
118.325	135.25 377.1	122.8 (CTAF) L





REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L



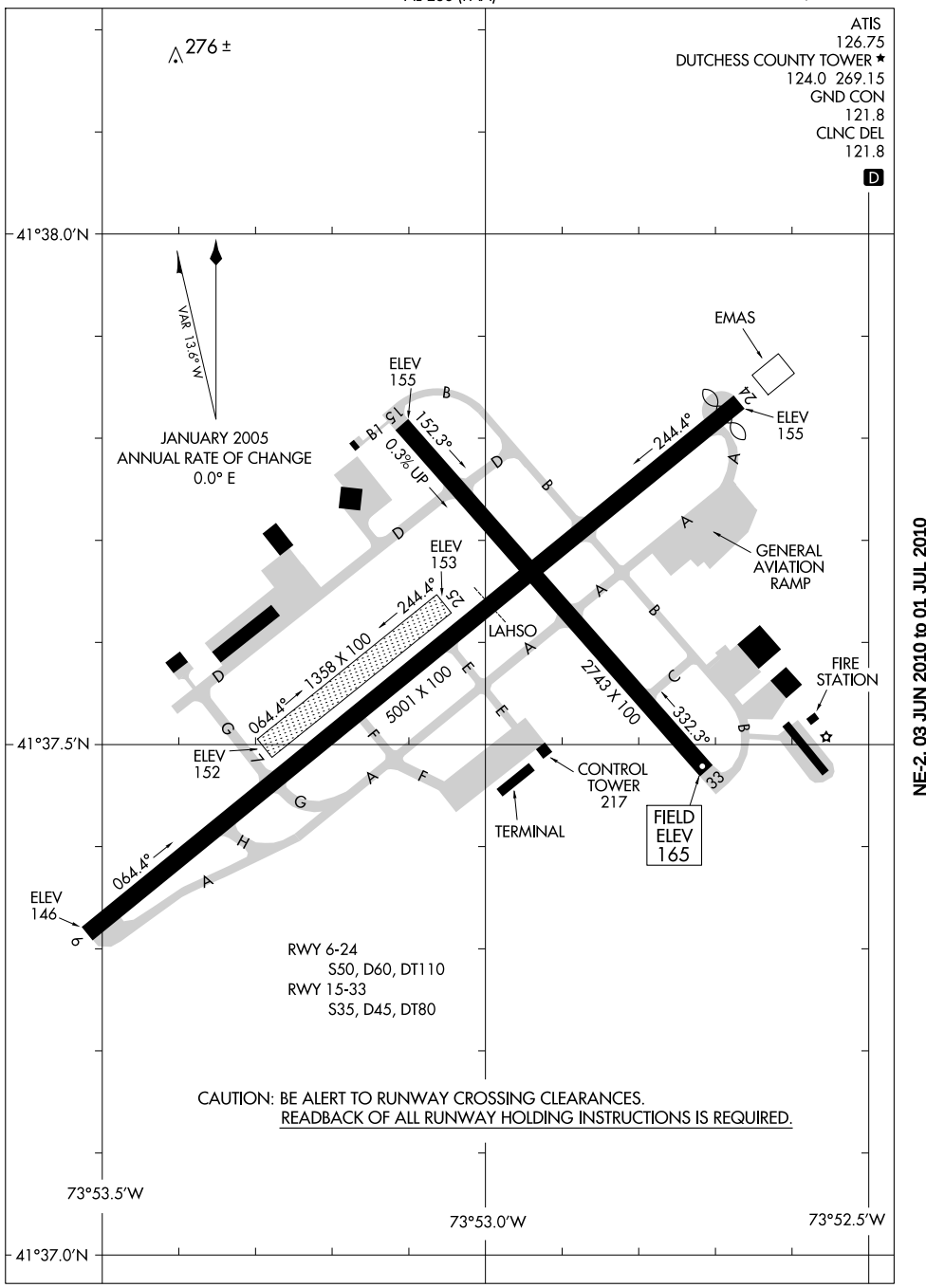
CATEGORY	A	B	C	D
LNAV MDA	880-1 406 (500-1)		880-1¼ 406 (500-1¼)	NA
CIRCLING	880-1 406 (500-1)	1040-1 566 (600-1)	1040-1½ 566 (600-1½)	NA

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)
POUGHKEEPSIE, NEW YORK



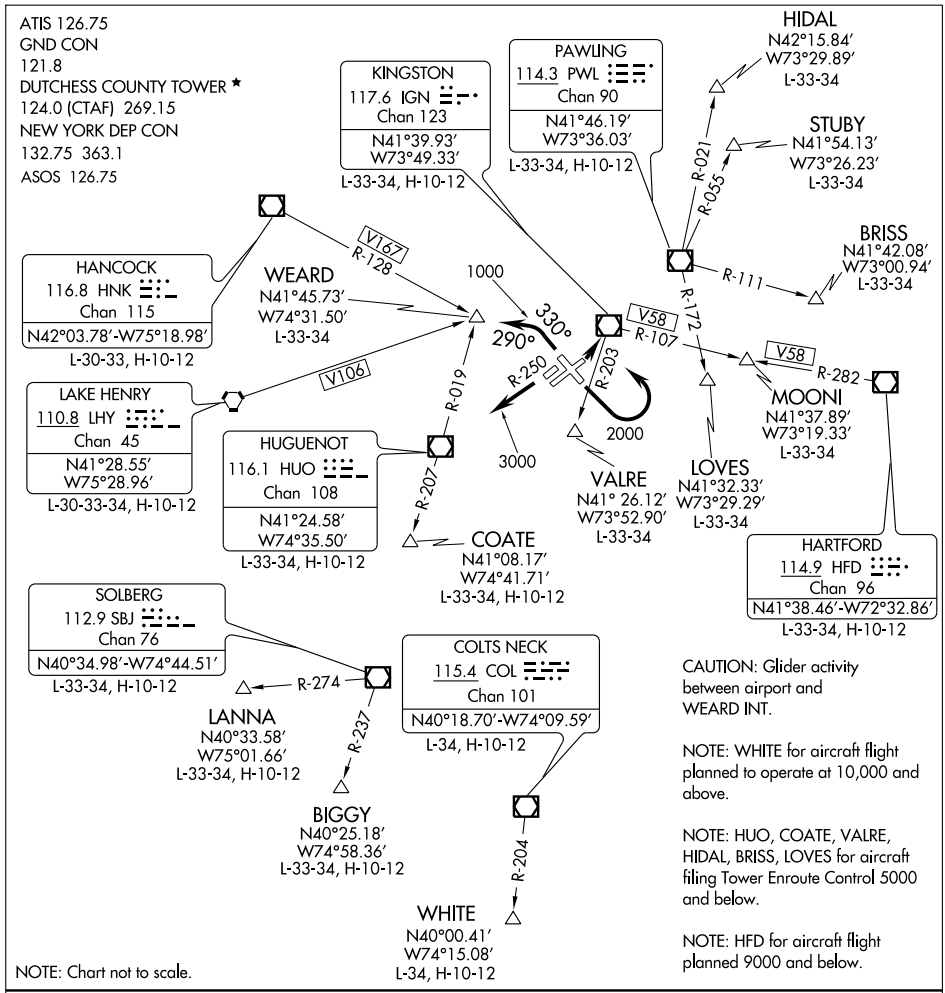
NE-2, 03 JUN 2010 to 01 JUL 2010

DUTCHESS FOUR DEPARTURE

SL-286 (FAA)

POUGHKEEPSIE/ DUTCHESS COUNTY (POU)

POUGHKEEPSIE, NEW YORK



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb direct to IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 15: Climb on runway heading, leaving 2000′, turn left direct IGN VOR/DME, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 24: Climb on IGN VOR/DME R-250, maintain 3000′. Thence. . . .

TAKE-OFF RUNWAY 33: Climb on heading 330°, leaving 1000′ turn left heading 290°, maintain 3000′. Thence. . . .

. . . . Via vectors to assigned Route/Fix/NAVAID. Expect clearance to filed altitude 10 minutes after departure.

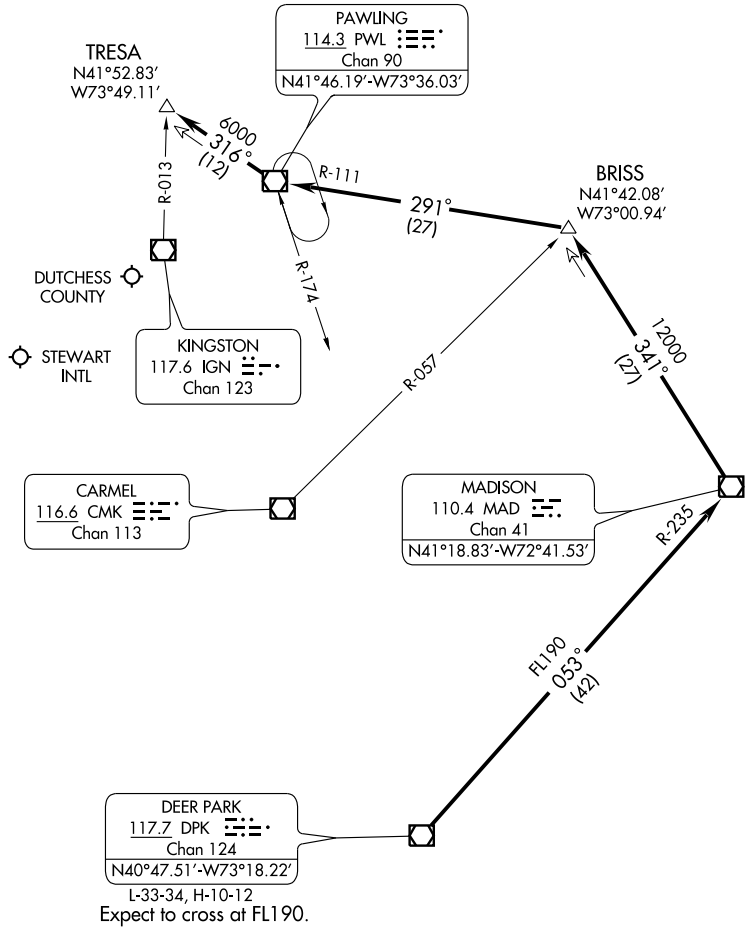
LOST COMMUNICATIONS: If radio contact is not established/lost for two minutes after departing, proceed on course and climb to 5000 feet. Ten minutes after departure, climb to requested altitude/flight level.

NE-2, 03 JUN 2010 to 01 JUL 2010

HUDSON ONE ARRIVAL

NEWBURGH, NEW YORK

NEW YORK APP CON
132.75 363.1
STEWART INTL ATIS
124.575
DUTCHESS COUNTY ATIS
126.75



NOTE: Chart not to scale.

. . . . From over DPK VOR/DME via DPK R-053 and MAD R-235 to MAD VOR/DME, then via MAD R-341 to BRISS INT, then via PWL R-111 to PWL VOR/DME, then via PWL R-316 to TRESA INT. Expect RADAR vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-POU	APP CRS	Rwy Idg	5001
111.3	063°	TDZE	156
		Apt Elev	165

ILS or LOC RWY 6

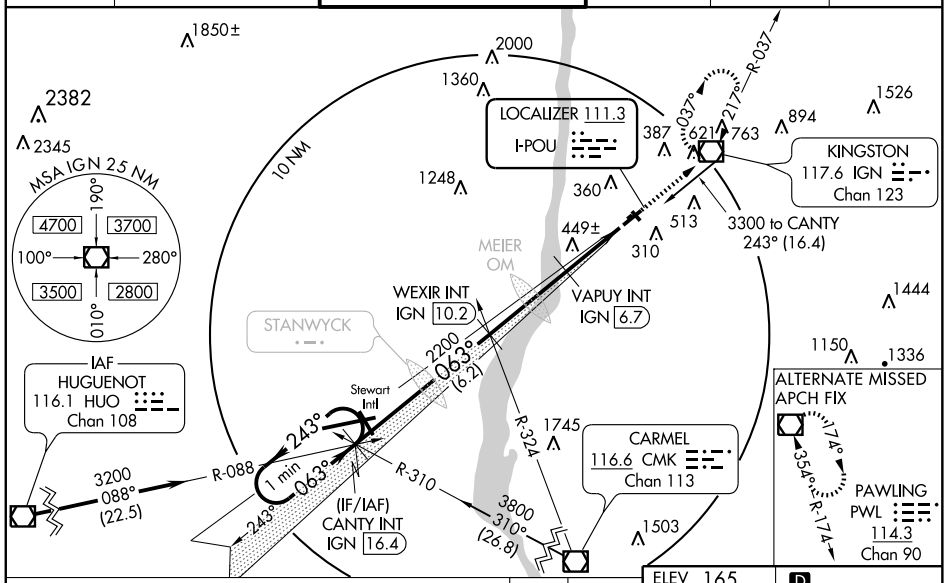
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

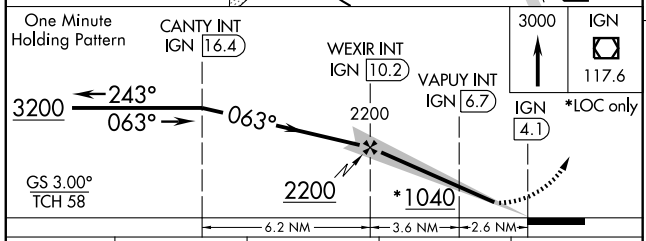
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase DA 71 feet and MDA 80 feet, increase VAPUY fix minimums: S-LOC 6 Cat D and circling Cat B, C, and D visibility ¼ mile. Inoperative table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A, B and VAPUY fix minimums S-LOC 6 Cats A, B. For inoperative MALSR, increase VAPUY fix minimums S-LOC 6 Cat C visibility to 1¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase S-ILS 6 all Cats visibility to 1¼. ** DME from IGN VOR/DME.

MALSR

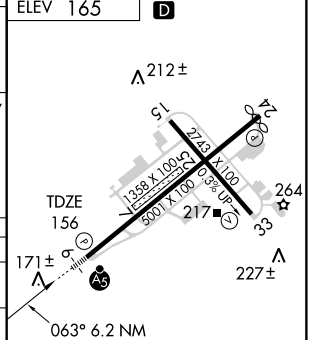
MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER *	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95





CATEGORY	A	B	C	D
S-ILS 6	469-1 313 (400-1)			
S-LOC 6	1040-1 884 (900-1)		1040-2¼ 884 (900-2¼)	1040-2½ 884 (900-2½)
CIRCLING	1040-1¼ 875 (900-1¼)		1040-2¾ 875 (900-2¾)	1040-3 875 (900-3)
VAPUY FIX MINIMUMS**				
S-LOC 6	640-1 484 (500-1)			
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)



MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5001
CH 42910	063°	TDZE	156
W06A		Apt Elev	165

RNAV (GPS) RWY 6

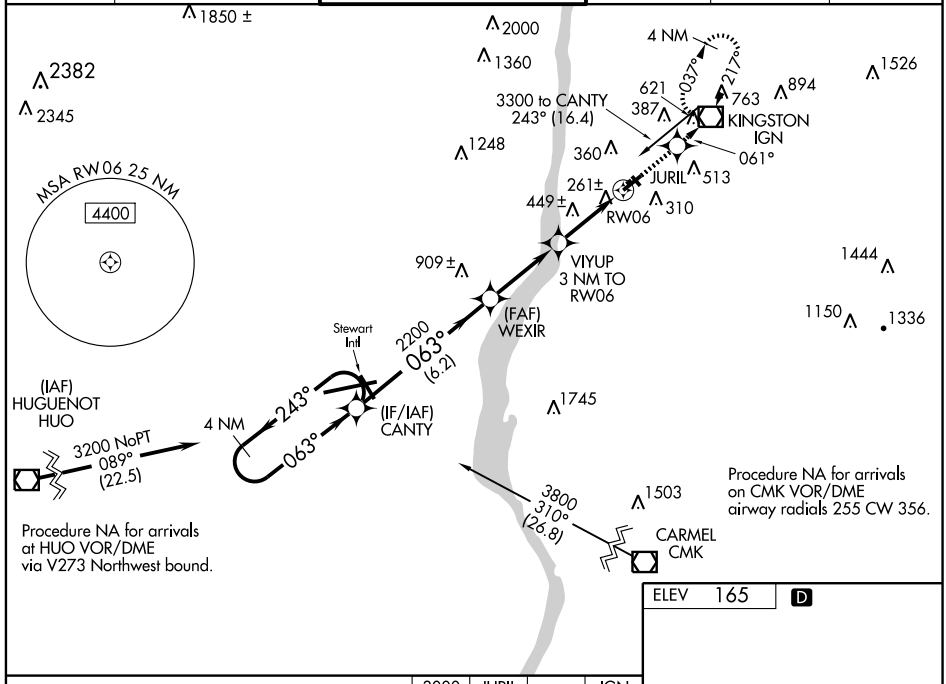
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

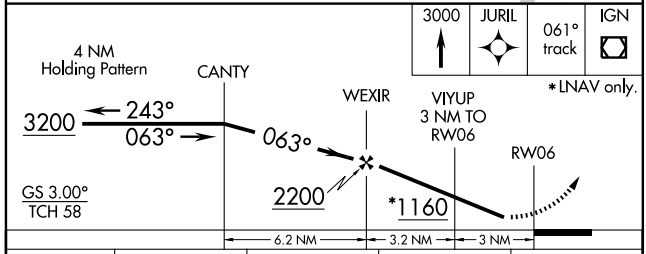
Inoperative table does not apply to LNAV Cats A and B. Baro-VNAV NA when using Montgomery altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all DA 71 feet and MDA 80 feet, and increase LNAV/VNAV all Cat, LNAV Cats C, D and Circling Cat B, C, D visibility ¼ mile. For inoperative MALSR, when using Montgomery altimeter setting, increase LPV all Cats visibility to 1 ½ mile.

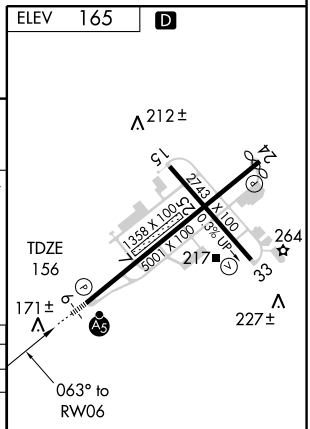
MALSR

MISSED APPROACH: Climb to 3000 direct JURIL and via 061° track to IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	503-1 347 (400-1)			
LNAV/VNAV DA	738-1½ 582 (600-1½)			
LNAV MDA	740-1 584 (600-1)			740-1 ¼ 584 (600-1¼)
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-1)	840-2¼ 675 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4888
243°	TDZE	157
	Apt Elev	165

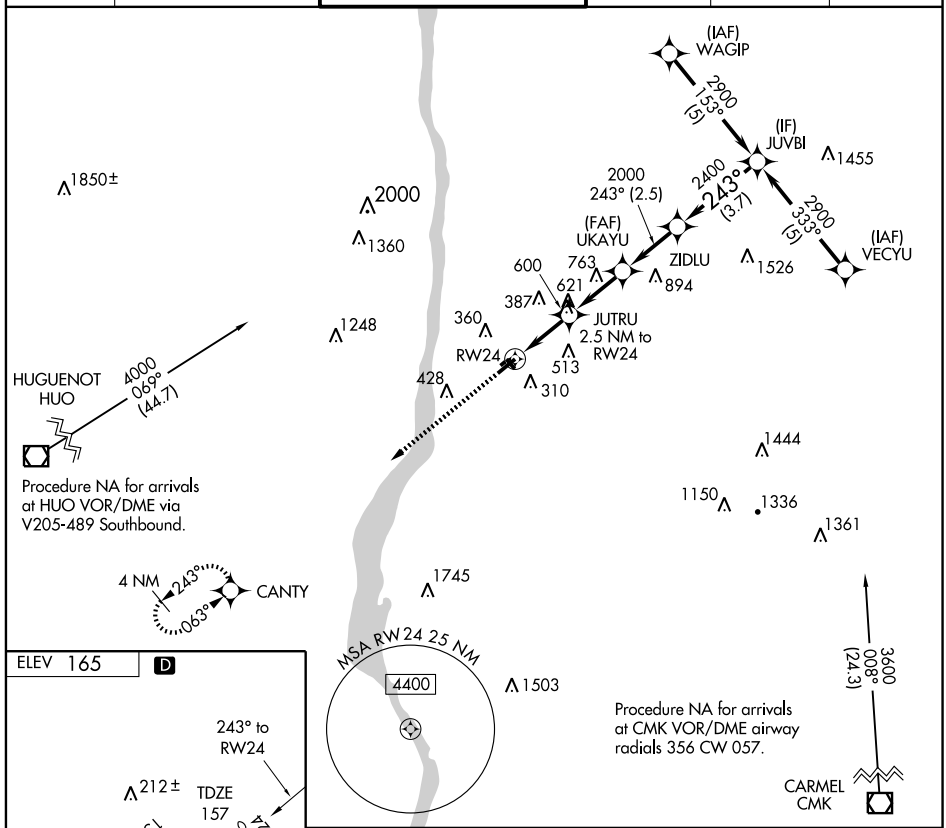
RNAV (GPS) RWY 24

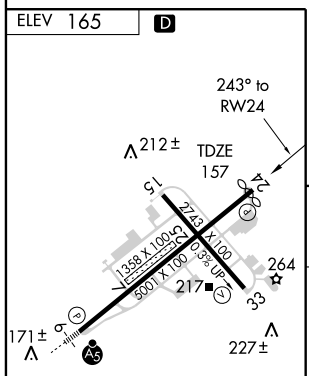
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

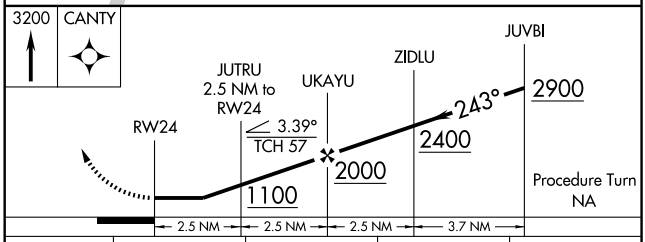
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, and LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct CANTY and hold.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95

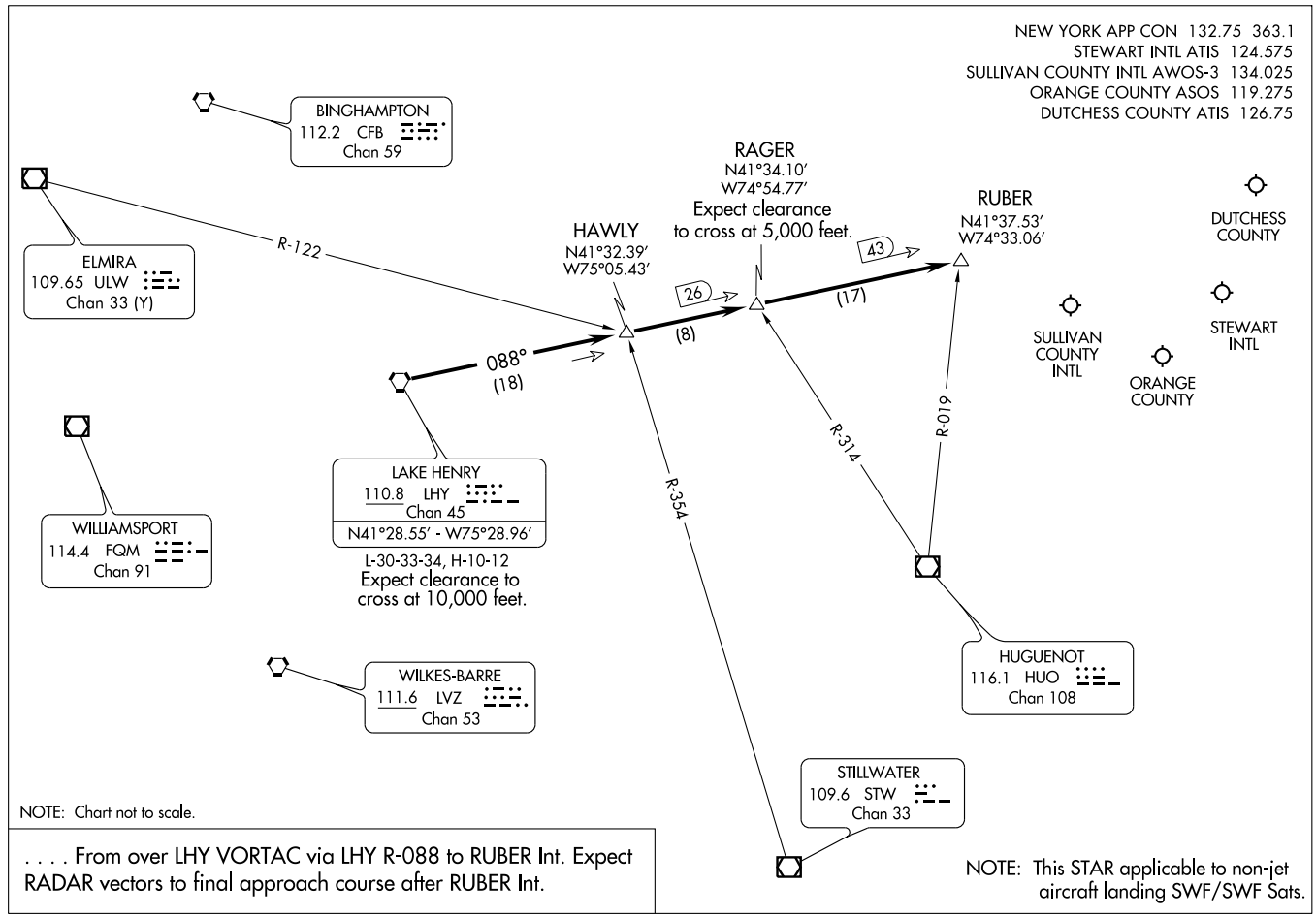






CATEGORY	A	B	C	D
LNAV MDA	900-1 743 (800-1)	900-1¼ 743 (800-1¼)	900-2¼ 743 (800-2¼)	900-2½ 743 (800-2½)
CIRCLING	900-1 735 (800-1)	900-1¼ 735 (800-1¼)	900-2¼ 735 (800-2¼)	900-2½ 735 (800-2½)

NE-2. 03 JUN 2010 to 01 JUL 2010



RUBER ONE ARRIVAL (RUBER.RUBER1) 08045

ST-450 (FAA)

NEWBURGH, NEW YORK

VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	242°	TDZE	N/A
Chan 123		Apt Elev	165

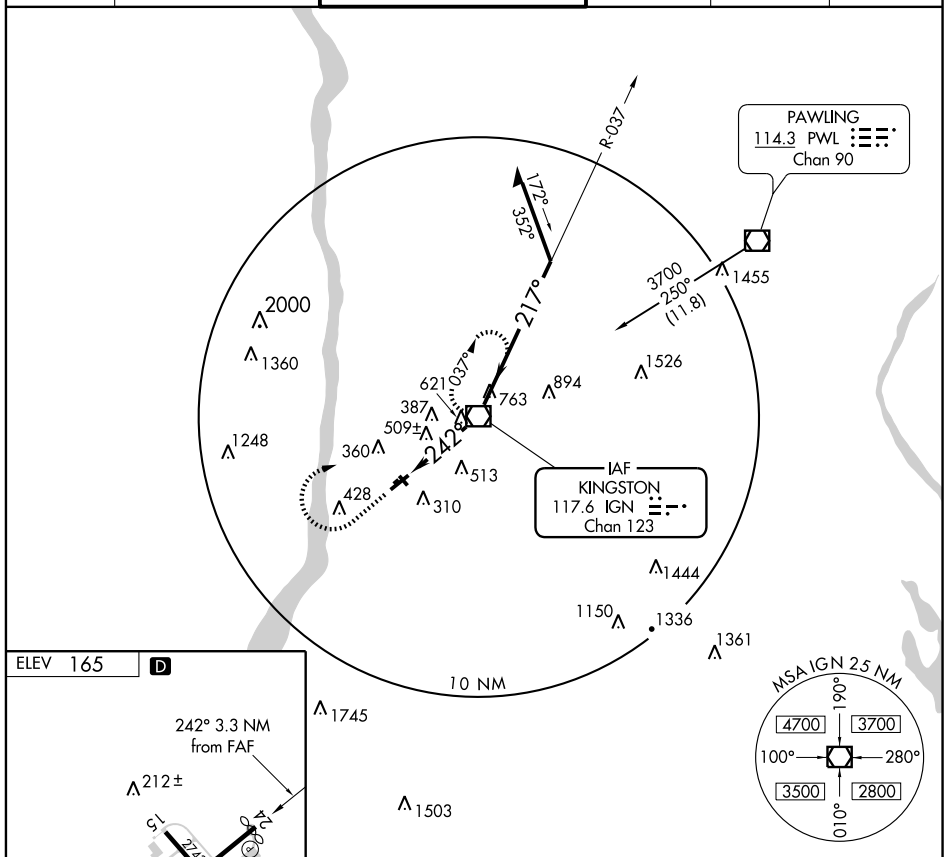
VOR-A

POUGHKEEPSIE / DUTCHESS COUNTY (POU)

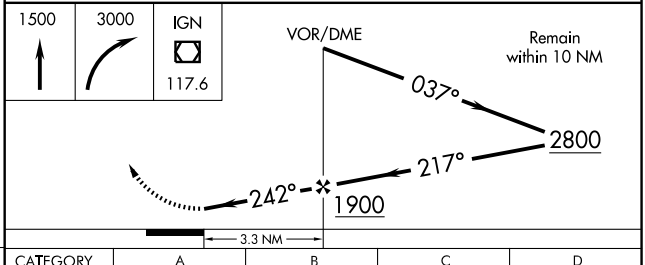
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95



MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L



FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
CIRCLING	760-1 595 (600-1)	840-1 675 (700-1)	840-2 675 (700-2)	840-2¼ 675 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME IGN	APP CRS	Rwy Idg	5001
117.6	062°	TDZE	156
Chan 123		Apt Elev	165

VOR/DME RWY 6

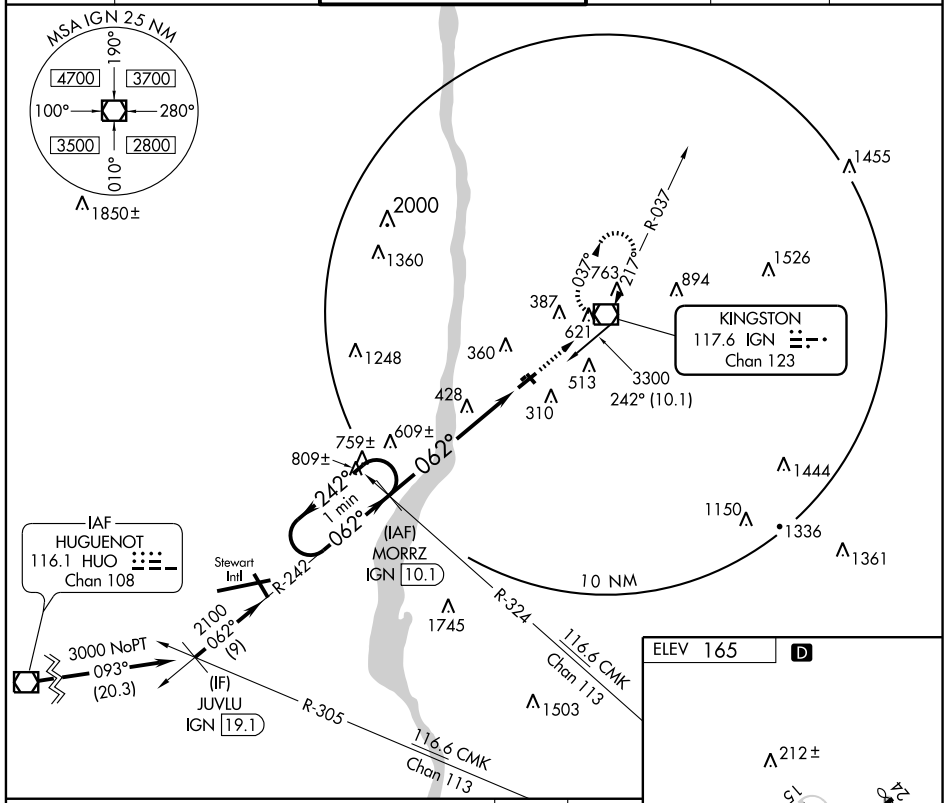
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

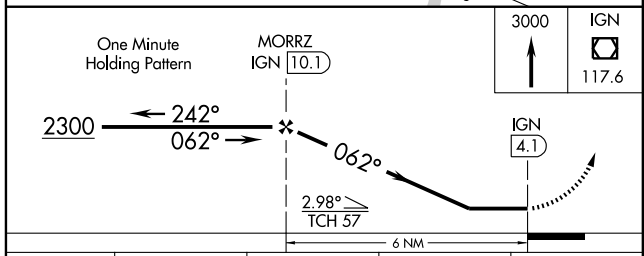
T A — Inoperative table does not apply to Cats A, B. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, increase S-6 Cats C, D and Circling Cats B, C, D visibility ¼ mile.

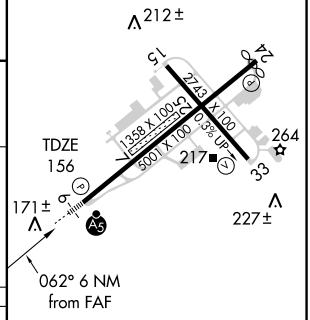
MALSR

MISSED APPROACH: Climb to 3000 direct IGN VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-6	860-1 704 (700-1)		860-1½ 704 (700-1½)	860-1¾ 704 (700-1¾)
CIRCLING	860-1 695 (700-1)		860-2 695 (700-2)	860-2¼ 695 (700-2¼)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME IGN	APP CRS	Rwy Idg	4888
117.6	242°	TDZE	157
Chan 123		Apt Elev	165

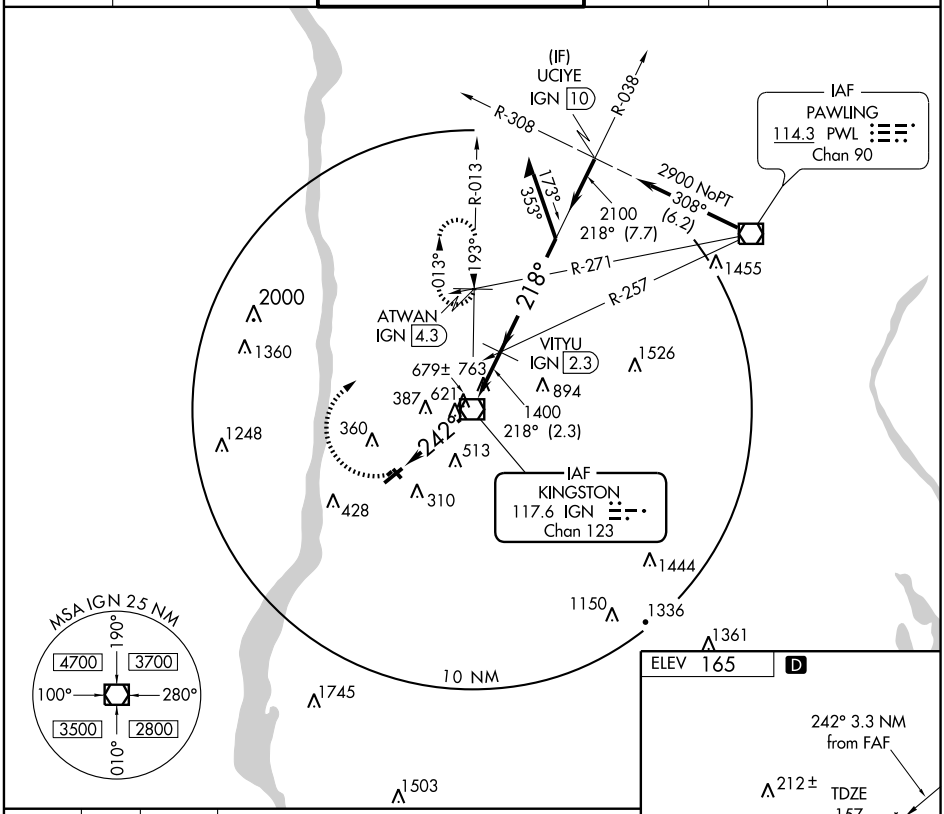
VOR/DME RWY 24

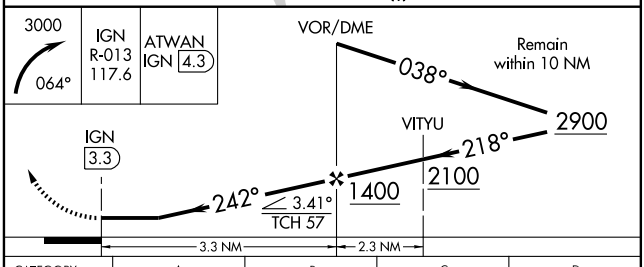
POUGHKEEPSIE / DUTCHESS COUNTY (POU)

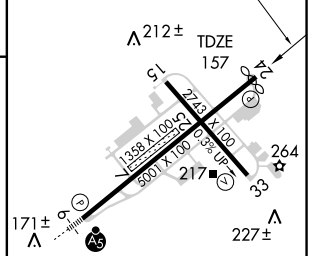
Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDA 80 feet, S-24 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 064° and IGN VOR/DME R-013 to ATWAN/ 4.3 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DUTCHESS COUNTY TOWER ★	GND CON	CLNC DEL	UNICOM
126.75	132.75 363.1	124.0 (CTAF) L 269.15	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-24	940-1 783 (800-1)	940-1¼ 783 (800-1¼)	940-2¼ 783 (800-1¼)	940-2½ 783 (800-2½)
CIRCLING	940-1 775 (800-1)	940-1¼ 775 (800-1¼)	940-2¼ 775 (800-2¼)	940-2½ 775 (800-2½)

MIRL Rwy 15-33
HIRL Rwy 6-24 L
REIL Rwys 24 and 33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME IGN	APP CRS	Rwy Idg	2664
117.6	010°	TDZE	323
Chan 123		Apt Elev	323

VOR or GPS RWY 1

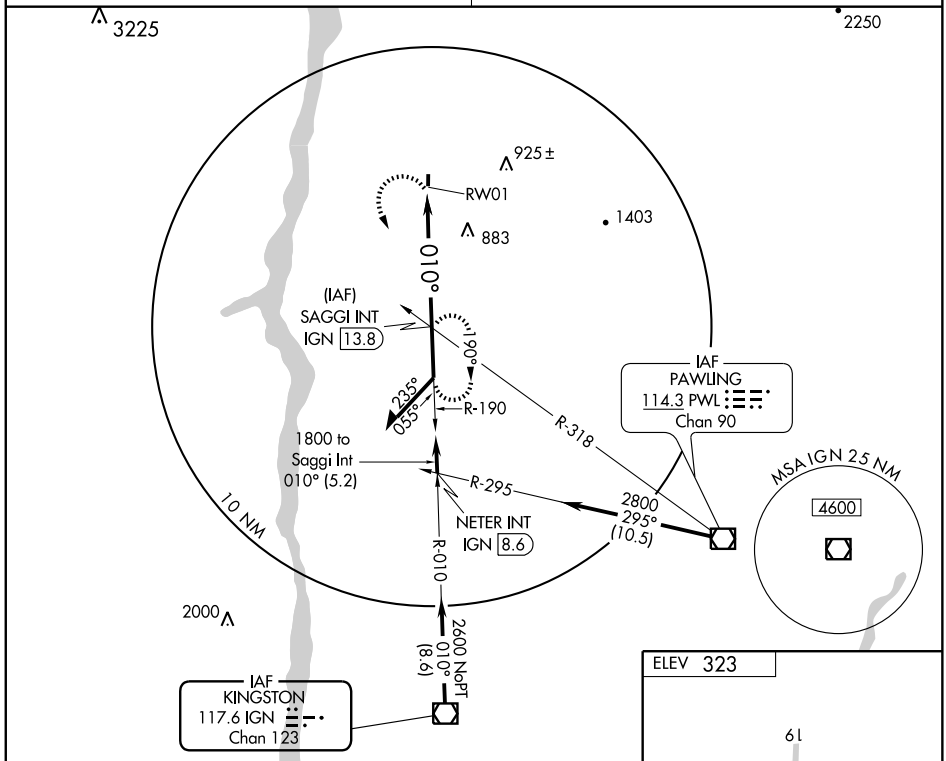
RED HOOK / SKY PARK (46N)

NA

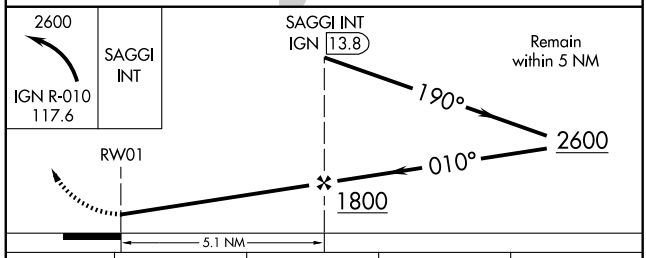
Use Poughkeepsie, NY altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via IGN R-010 to SAGGI Int/13.8 DME and hold.

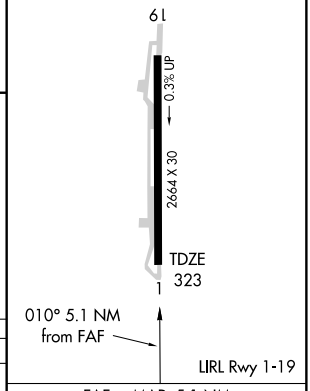
NEW YORK APP CON	CTAF
132.75 363.1	122.9



Final approach from Saggi Int holding pattern not authorized. Procedure turn required.



CATEGORY	A	B	C	D
S-1	1340-1¼ 1017 (1100-1¼)	NA		
CIRCLING	1340-1¼ 1017 (1100-1¼)	NA		



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

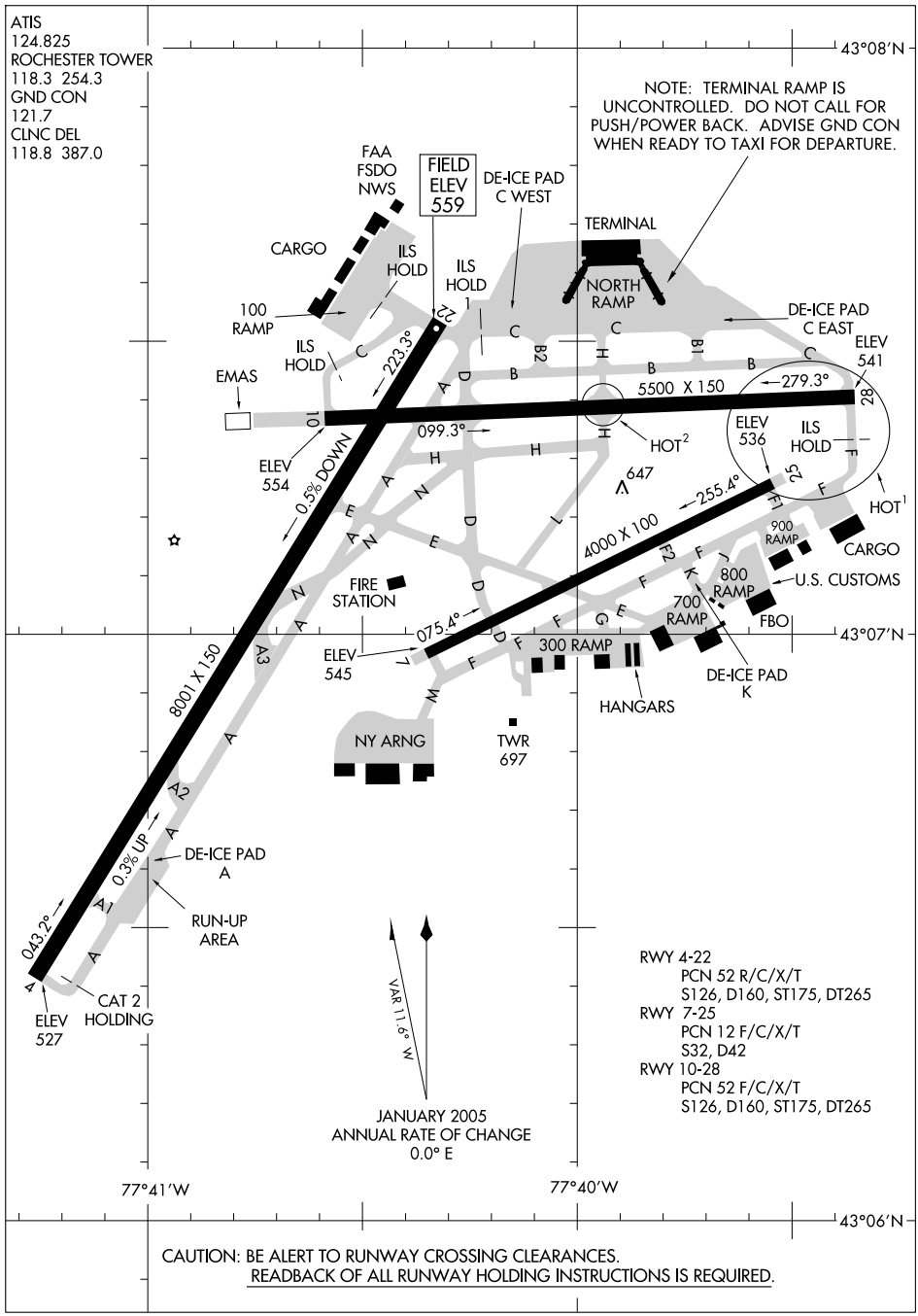
NE-2. 03 JUN 2010 to 01 JUL 2010

10098

AIRPORT DIAGRAM

AL-351 (FAA)

ROCHESTER/GREATER ROCHESTER INTL (ROC)
ROCHESTER, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ILS or LOC RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO 108.2 GEE Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7 I-MCU

10 NM

1135 836 695 1000 757 1030± 096° 276° R-096 671 IM MM 780 631± 677 820 935 684

GEE R-033

LOM BREIT 400 RO ROC 5.3

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8) R-008

(IF) FEPUG INT ROC 13.3

ROC R-225 R-331 1942

IAF GENESEO 108.2 GEE Chan 19

2600 331° (7.3) 224°

MSA ROC 25 NM
2600
090° 270°
3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559 641 655 643 611 628 647 617 697

22 10 28 5

5500 X 150 8001 X 150 4000 X 100

0.5% DOWN 0.3% UP

TDZE 535

044° 4.4 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FEPUG INT ROC 13.3 2600 044° Procedure Turn NA GS 3.00° TCH 56

WORIS INT ROC 5.3 2000 2000

1100 3000 HDG 135° ROC R-096 110.0 RO 400

MM IM ROC 0.9

8 NM 4 NM 0.2 0.2

CATEGORY	A	B	C	D
S-ILS 4	735/18 200 (200-½)			
S-LOC 4	920/24 385 (400-½)			920/40 385 (400-¾)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-MWD	APP CRS	Rwy Idg	8001
110.7	222°	TDZE	559
		Apt Elev	559

ILS or LOC RWY 22

ROCHESTER / GREATER ROCHESTER INTL (ROC)

When R-5203 active hold in lieu not authorized.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct GEE VOR/DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

DME OR RADAR REQUIRED

R-5203

MSA ROC 25 NM
2500
090° 270°
3600

10 NM

042° 1 min 222°

(IF/IAF) KECKE ROC 12.4 RADAR

2500 222° (6.3)

MAPES OM ROC 6 RADAR

3000 to KECKE 043° (12.4)

1135 838 695 1000 686 757 1030± MM 780 677 820 935 684

LOCALIZER 110.7 I-MWD

ALTERNATE MISSED APCH FIX
AVON
AVN
344
041° 221°

AVON 344 AVN

ROCHESTER 110.0 ROC Chan 37

MISSED APCH FIX
GENESEO GEE 108.2 Chan 19
153° 333° R-153

1238

ELEV 559
222° 5.6 NM from FAF
641 655 643 611 628 647 697 617
TDZE 559
5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.3% UP
TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

1000 4000 GEE

MAPES OM ROC 6 RADAR

KECKE ROC 12.4 RADAR

One Minute Holding Pattern

2427 MM 222° 2500 042° 222° 2500

GS 3.00° TCH 50

0.5 5.1 NM 6.3 NM

CATEGORY	A	B	C	D
S-ILS 22	*759/24 200 (200-½)			
S-LOC 22	1000/24 441 (500-½)		1000/40 441 (500-¾)	1000/50 441 (500-1)
CIRCLING	1060-1 501 (600-1)		1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-ROC	APP CRS	Rwy Idg	5500
109.5	278°	TDZE	548
		Apt Elev	559

ILS or LOC RWY 28

ROCHESTER / GREATER ROCHESTER INTL (ROC)

Inoperative table does not apply to S-ILS 28 all Cats. and S-LOC 28 Cats. A and B.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and ROC VOR/DME R-268 to MONCK INT/ROC 10 DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
GENESEO
108.2 GEE
Chan 19
143°
323°
R-143

10 NM

LOCALIZER 109.5
I-ROC

(IF)
BILAW INT
ROC 13.4
RADAR

2300
LORTH to BILAW
323° (0.3)
and LOC (2.0)

(ZEXOX)

BREIT LOM

MONCK
ROC 10
GEE 16.1
R-268
088°
268°
R-343
108.2 GEE
Chan 19

SUUSA INT
ROC 5.4
RADAR

(IAF)
LORTH
ROC 15.6

Procedure NA for arrivals at LORTH via V2 Eastbound.

ROCHESTER
110.0 ROC
Chan 37

R-034
R-051
R-098

1238

MSA ROC 25 NM
2600
090° 270°
3600

108.2 GEE Chan 19
108.2 GEE Chan 19

ELEV 559
TDZE 548
5500 X 150
4000 X 100
0.5% DOWN
0.3% UP
278° 4.7 NM from FAF

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

2000
3000
MONCK
HDG 230°
ROC R-268
110.0

SUUSA INT
ROC 5.4
RADAR

BILAW INT
ROC 13.4
RADAR

ROC 0.8
2100
278°
2300
Procedure Turn NA
GS 3.00°
TCH 57

4.7 NM
8 NM

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 28	798/50 250 (300-1)			
S-LOC 28	1280/50 732 (800-1)		1280-1½ 732 (800-1½)	1280-1¾ 732 (800-1¾)
CIRCLING	1280-1 721 (800-1)		1280-2 721 (800-2)	1280-2¼ 721 (800-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-MCU	APP CRS	Rwy Idg	8001
110.7	044°	TDZE	535
		Apt Elev	559

ILS RWY 4 (CAT II)

ROCHESTER / GREATER ROCHESTER INTL (ROC)

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 135° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

GENESEO 108.2 GEE Chan 19
153° 333° R-153
ALTERNATE MISSED APCH FIX

LOCALIZER 110.7 I-MCU

10 NM

1135 836 695 671 IM MM 631± 935 684 677 780 820 757 1000 1030± 096° 276° R-096

GEE R-033

LOM BREIT 400 RO
ROC 5.3

WORIS INT ROC 5.3

ROCHESTER 110.0 ROC Chan 37

2000 044° (8)

(IF) FEPUG INT ROC 13.3

R-008

R-331

ROC R-225

1942

IAF GENESEO 108.2 GEE Chan 19

2600 331° (7.3)

224°

MSA ROC 25 NM
2600
090° 270°
3600

Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.

ELEV 559

641 655 643 611 628 647 697 617

22 28 10 25

5500 X 150
8001 X 150
4000 X 100
0.5% DOWN
0.3% UP

TDZE 535

FEPUG INT ROC 13.3
WORIS INT ROC 5.3
2600 044° 2000
Procedure Turn NA
GS 3.00° TCH 56
2000
MM DH RA 119
IM
535 MSL
8 NM 4 NM 1440' 990' 1015'

1100	3000 HDG 135°	ROC R-096 110.0	RO 400

CATEGORY	A	B	C	D
S-ILS 4	RA 119/12 100 DA 635			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 45611 W04A	APP CRS 042°	Rwy Idg 8001 TDZE 535 Apt Elev 559

RNAV (GPS) RWY 4

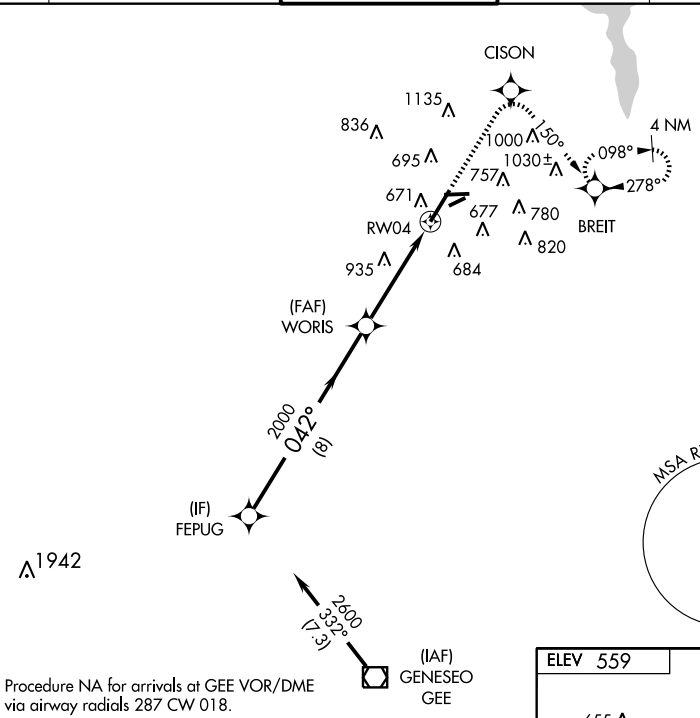
ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase LPV visibility to 1¼ mile all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

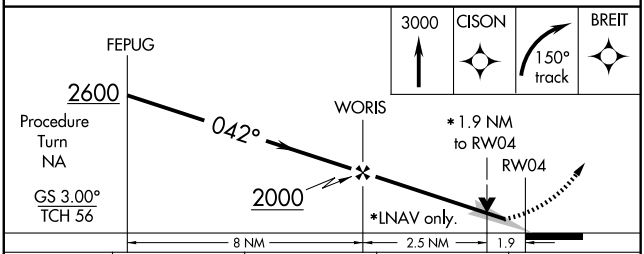
ALSF-2

MISSED APPROACH: Climb to 3000 direct CISON and right turn via 150° track to BREIT and hold, continue climb-in-hold to 3000.

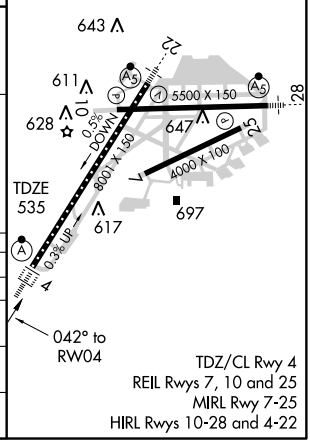
ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



Procedure NA for arrivals at GEE VOR/DME via airway radials 287 CW 018.



CATEGORY	A	B	C	D
LPV DA	866/40 331 (400-¾)			
LNAV/VNAV DA	1321-2¼ 786 (800-2¼)			
LNAV MDA	1200/24 665 (700-½)		1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1 641 (700-1)		1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
074°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 7

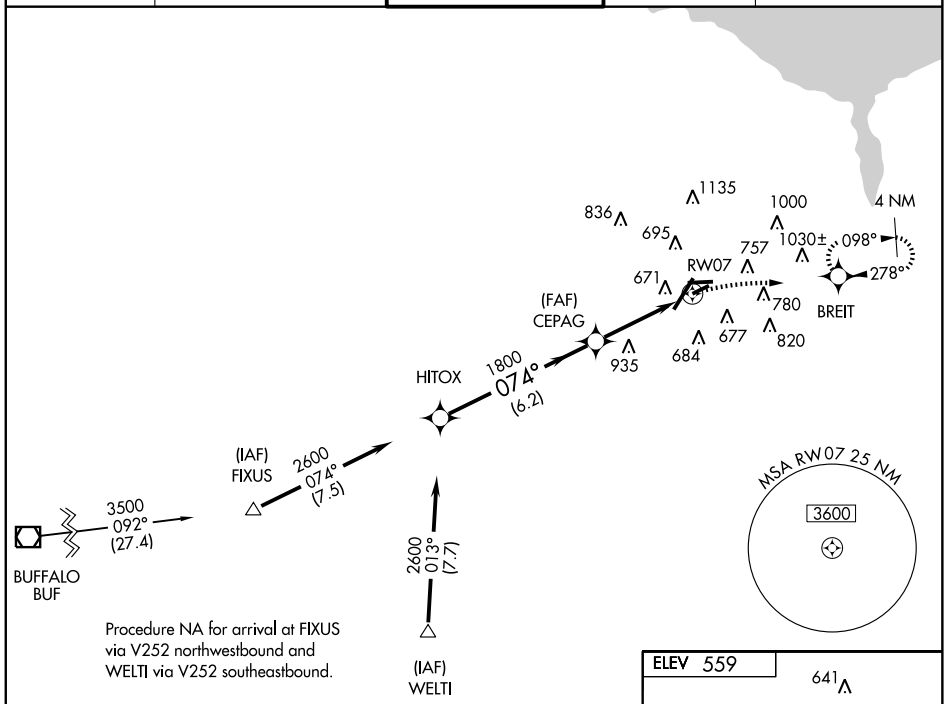
ROCHESTER / GREATER ROCHESTER INTL (ROC)

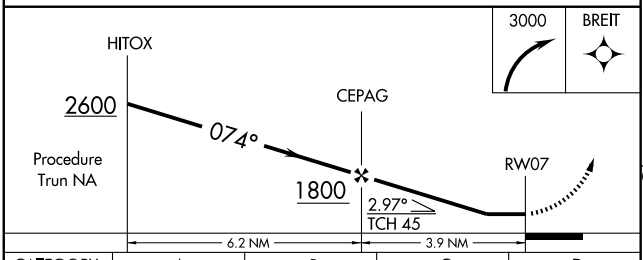
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

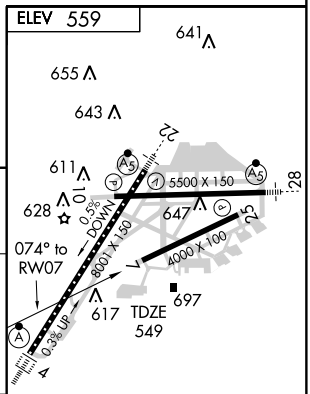
NA

MISSED APPROACH: Climbing right turn to 3000 direct BREIT WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LNAV MDA	1200-1	651 (700-1)	1200-1¾ 651 (700-1¾)	1200-2 651 (700-2)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5500
098°	TDZE	556
	Apt Elev	559

RNAV (GPS) RWY 10

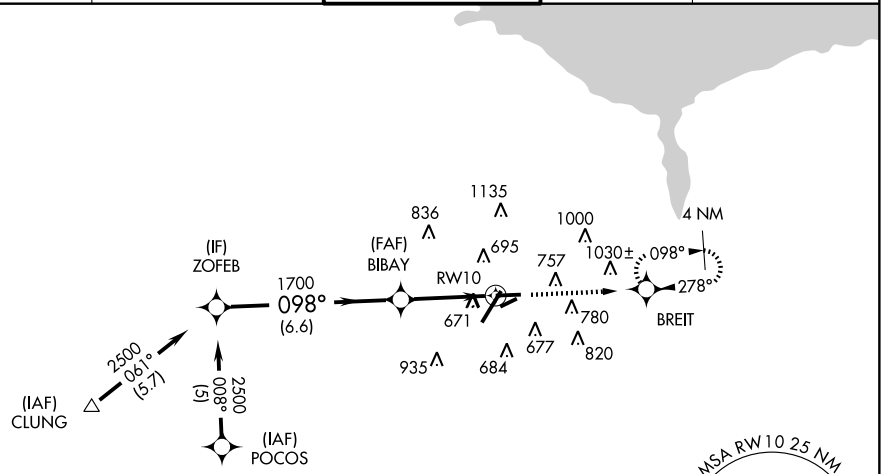
ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

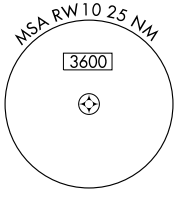
NA

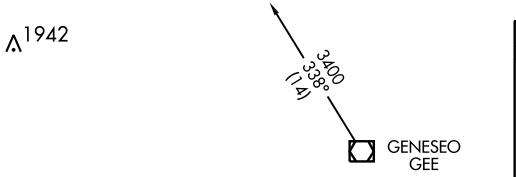
MISSED APPROACH: Climb to 3000 direct BREIT WP and hold.

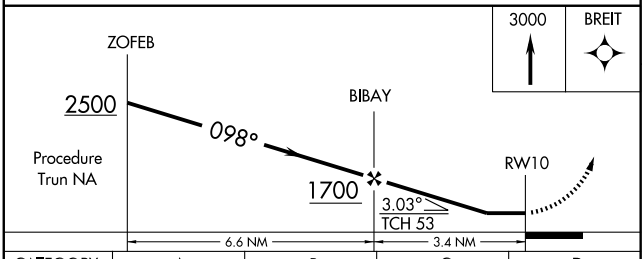
ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0



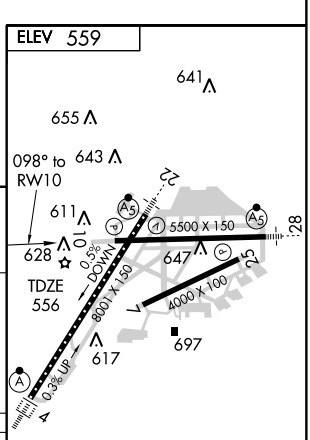
Procedure NA for arrival at CLUNG on V2 southwestbound.







CATEGORY	A	B	C	D
LNAV MDA	960-1	404 (500-1)	960-1¼	404 (500-1¼)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)



TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8001
CH 73016	222°	TDZE	559
W22A		Apt Elev	559

RNAV (GPS) RWY 22

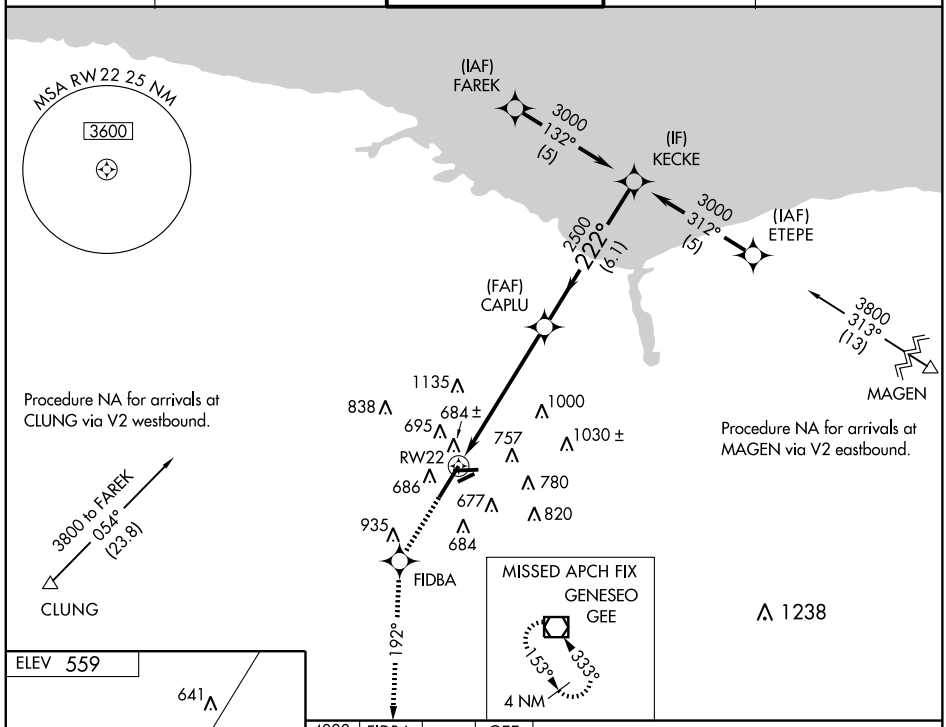
ROCHESTER / GREATER ROCHESTER INTL (ROC)

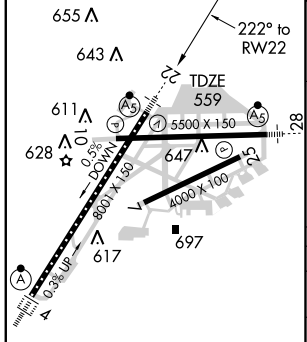
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

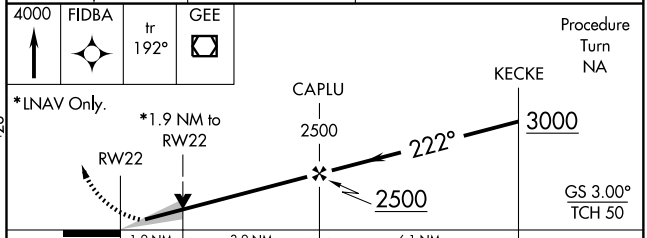
MISSED APPROACH: Climb to 4000 direct FIDBA and on track 192° to GEE VOR/DME and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0





TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22



CATEGORY	A	B	C	D
LPV DA	759/24 200 (200-½)			
LNAV/VNAV DA	999/50 440 (500-1)			
LNAV MDA	1220/24 661 (700-½)		1220/60 661 (700-1¼)	1220-1½ 661 (700-1½)
CIRCLING	1220-1 661 (700-1)		1220-1¾ 661 (700-1¾)	1240-2¼ 681 (700-2¼)

APP CRS	Rwy Idg	4000
254°	TDZE	549
	Apt Elev	559

RNAV (GPS) RWY 25

ROCHESTER / GREATER ROCHESTER INTL (ROC)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-In minimums NA at night.

NA

MISSED APPROACH: Climb to 3000 direct MONCK WP and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

Procedure NA for arrival at DINES via V483 eastbound and at MAGEN via V2 eastbound.

(IAF) DINES

3000 252° (13.6)

(IF) YUNUT

2400 254° (6.4)

SODGE 2.2 NM to RW25

(FAF) TUNLE

3000 303° (11)

(IAF) MAGEN

1135 836 695 757 1000 1030 ± 671 RW25 780 677 820 935 684

MONCK 084° 264° 4 NM

1238

MSA RW 25 25 NM 3600

ELEV 559

641 655 643 611 628 647 617 697

TDZE 549

5500 X 150

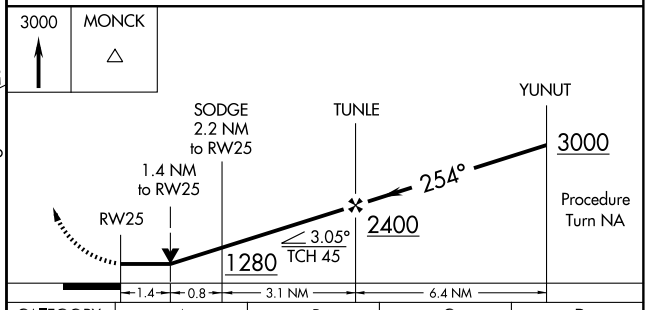
8001 X 150

4000 X 100

0.5% DOWN

0.3% UP

254° to RW25



CATEGORY	A	B	C	D
LNAV MDA	1020-1	471 (500-1)	1020-1¼ 471 (500-1¼)	1020-1½ 471 (500-1½)
CIRCLING	1060-1	501 (600-1)	1060-1½ 501 (600-1½)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 86411 W28A	APP CRS 278°	Rwy Idg 5500 TDZE 548 Apt Elev 559

RNAV (GPS) RWY 28

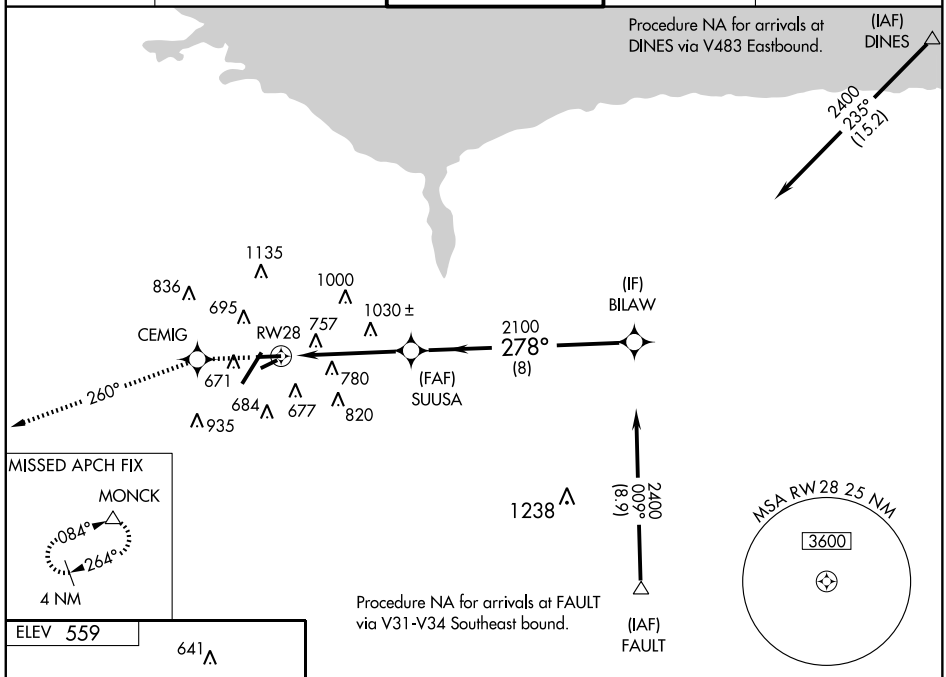
ROCHESTER / GREATER ROCHESTER INTL (ROC)

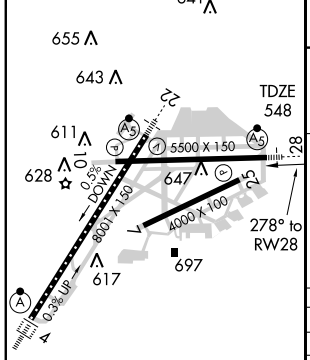
Inoperative table does not apply to LNAV Cat. A and LPV all Cats.
For inoperative MALSR, increase LNAV Cat. B visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Multiple unshielded lights in final approach area.

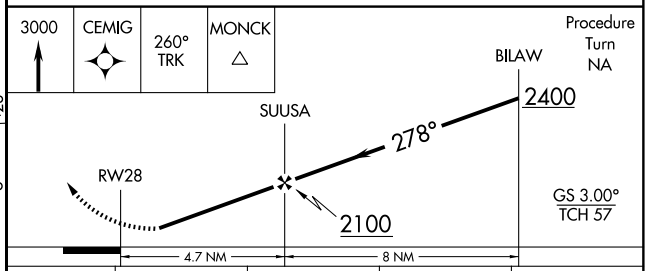
MALSR (A5)

MISSED APPROACH: Climb to 3000 direct CEMIG and via 260° track to MONCK and hold.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0







CATEGORY	A	B	C	D
LPV DA	839/50	291 (300-1)		
LNAV VNAV DA	1056/60	508 (500-1¼)		
LNAV MDA	1340/50	792 (800-1)	1340-1¾ 792 (800-1¾)	1340-2 792 (800-2)
CIRCLING	1340-1 781 (800-1)	1340-1¼ 781 (800-1¼)	1340-2¼ 781 (800-2¼)	1340-2½ 781 (800-2½)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME ROC	APP CRS	Rwy Idg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR/DME RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

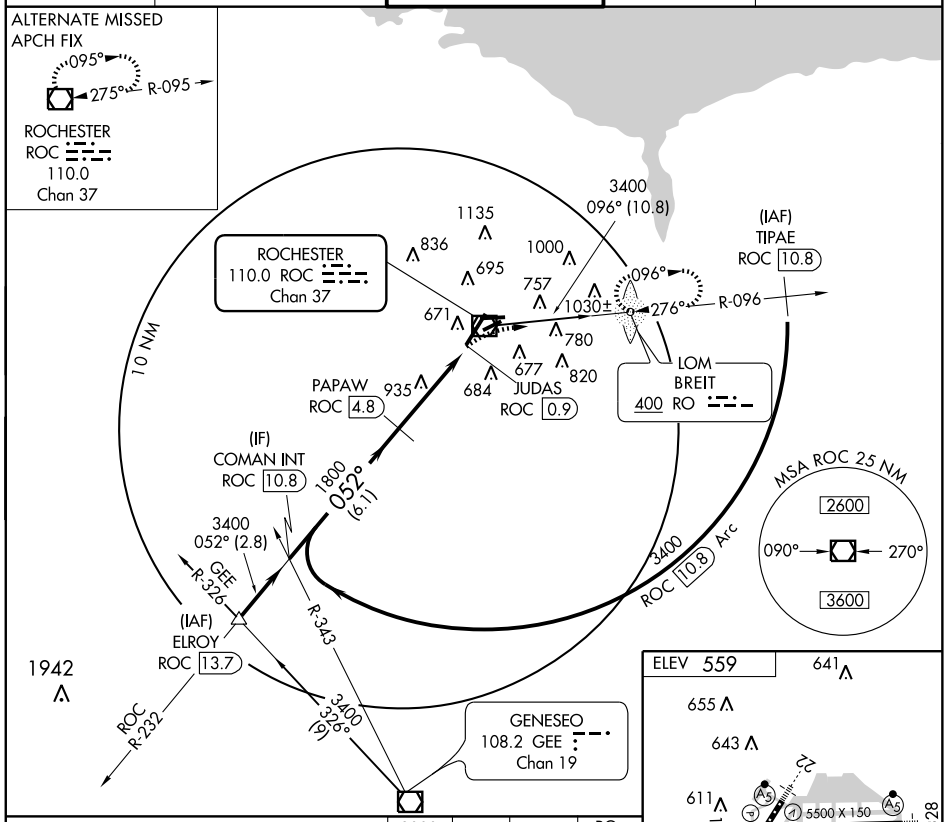
For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

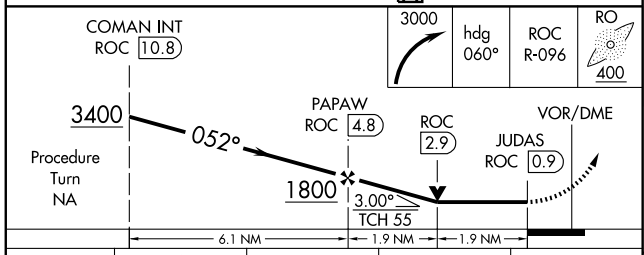
ALSF-2

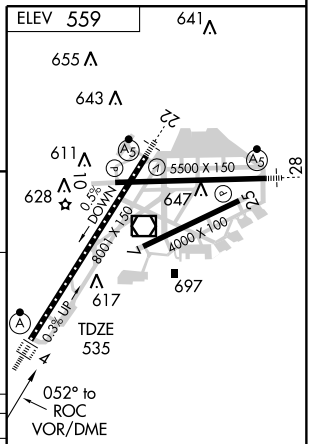
MISSED APPROACH: Climbing right turn to 3000 via heading 060° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095° 275° R-095
ROCHESTER ROC 110.0 Chan 37







CATEGORY	A	B	C	D
S-4	1200/40	665 (700-¾)	1200/60 665 (700-1¼)	1200-1½ 665 (700-1½)
CIRCLING	1200-1	641 (700-1)	1200-1¾ 641 (700-1¾)	1240-2¼ 681 (700-2¼)

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME ROC	APP CRS	Rwy Idg	8001
110.0	052°	TDZE	535
Chan 37		Apt Elev	559

VOR RWY 4

ROCHESTER / GREATER ROCHESTER INTL (ROC)

For inoperative ALSF-2, increase S-4 Cats. A, B visibility to RVR 5000.
Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climbing right turn to 3000 via heading 130° and ROC VOR/DME R-096 to BREIT LOM/INT/ROC 5.3 DME and hold, continue climb-in-hold to 3000.

ATIS	ROCHESTER APP CON	ROCHESTER TOWER	GND CON	CLNC DEL
124.825	119.55 269.6	118.3 254.3	121.7	118.8 387.0

ALTERNATE MISSED APCH FIX
095°
275°
R-095
ROCHESTER
ROC
110.0
Chan 37

MSA ROC 25 NM
2600
090° 270°
3600

1135 836 695 1000 1030± 096° 757 671 276° R-096 677 780 820 935 684

LOM
BREIT
400 RO
ROC 5.3

IAF
ROCHESTER
110.0 ROC
Chan 37

10 NM
052°
187°
007°
R-232°
R-033
108.2 GEE
Chan 19

1942

Remain within 10 NM
VOR/DME
232°
2600
052°

3000	ROC	RO
130°	R-096	400

ELEV 559
641 655 643 611 628 647 697 617

10 (5) 5500 X 150 28
0.8% DOWN
8001 X 150
4000 X 100
25
0.3% UP
4
TDZE
535

052° to ROC VOR/DME

TDZ/CL Rwy 4
REIL Rwys 7, 10 and 25
MIRL Rwy 7-25
HIRL Rwys 10-28 and 4-22

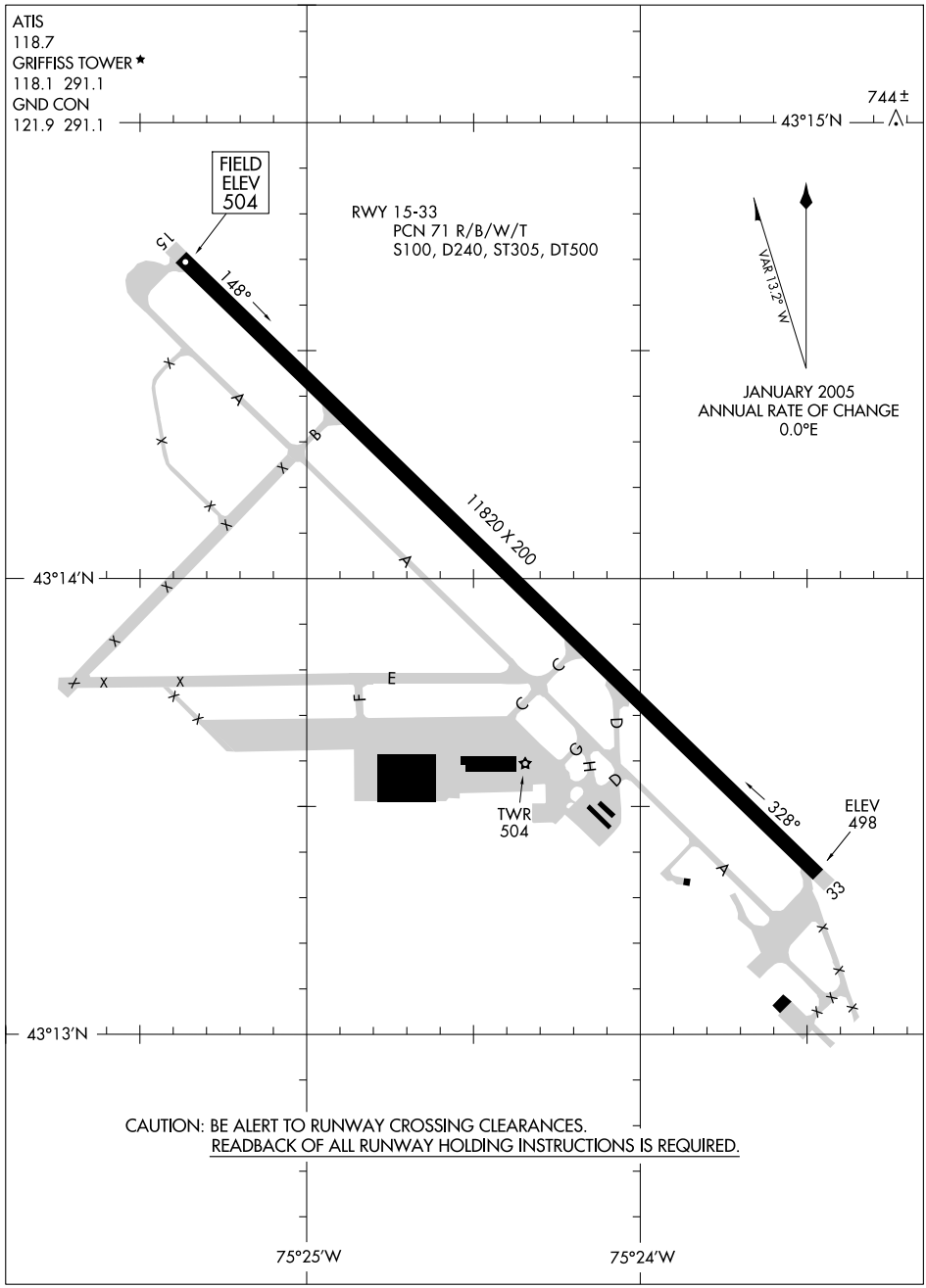
CATEGORY	A	B	C	D
S-4	1240/40	705 (700-¾)	1240-1½ 705 (700-1½)	1240-1¾ 705 (700-1¾)
CIRCLING	1240-1	681 (700-1)	1240-2 681 (700-2)	1240-2¼ 681 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-9515 (FAA)

ROME/GRIFFISS INTL (RME)
ROME, NEW YORK



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RME	APP CRS	Rwy Idg	11820
110.1	327°	TDZE	498
Chan 38		Apt Elev	504

ILS or LOC RWY 33

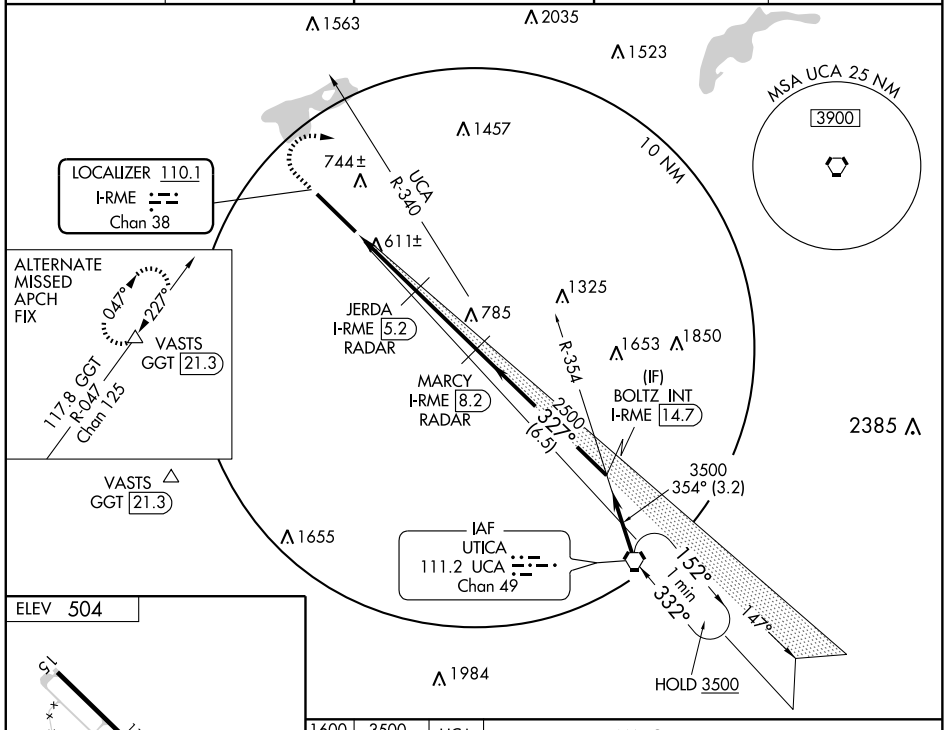
ROME/GRIFFISS INTL (RME)

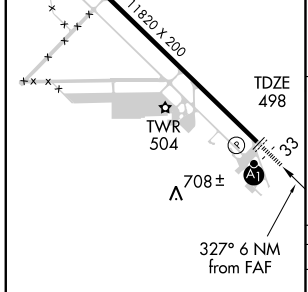
Circling NA west of Rwy 15-33. DME or Radar required. When local altimeter setting not received, use Syracuse altimeter setting and increase S-ILS 33 DA to 783. Increase all MDA 100 feet and increase S-LOC 33 Cats C/D visibility ¼ mile. Increase Circling Cat C visibility ¼ mile, Cat D ¼ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase S-ILS 33 all Cats visibility to 1. VDP NA when using Syracuse altimeter setting.

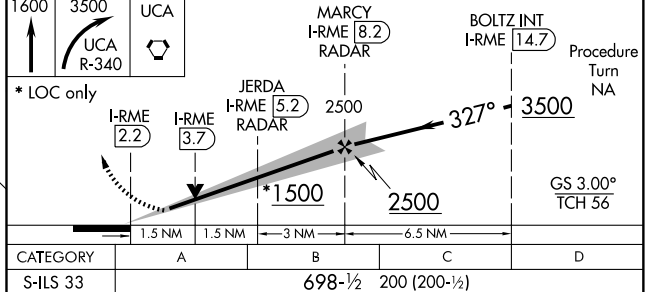
ALSF-1

MISSED APPROACH: Climb to 1600 then climbing right turn to 3500 via UCA VORTAC R-340 to UCA VORTAC and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







HIRL Rwy 15-33 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 33	698-½ 200 (200-½)			
S-LOC 33	1040-½ 542 (600-½)		1040-1 542 (600-1)	1040-1¼ 542 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82206 W15A	APP CRS 147°	Rwy Idg 11820 TDZE 504 Apt Elev 504

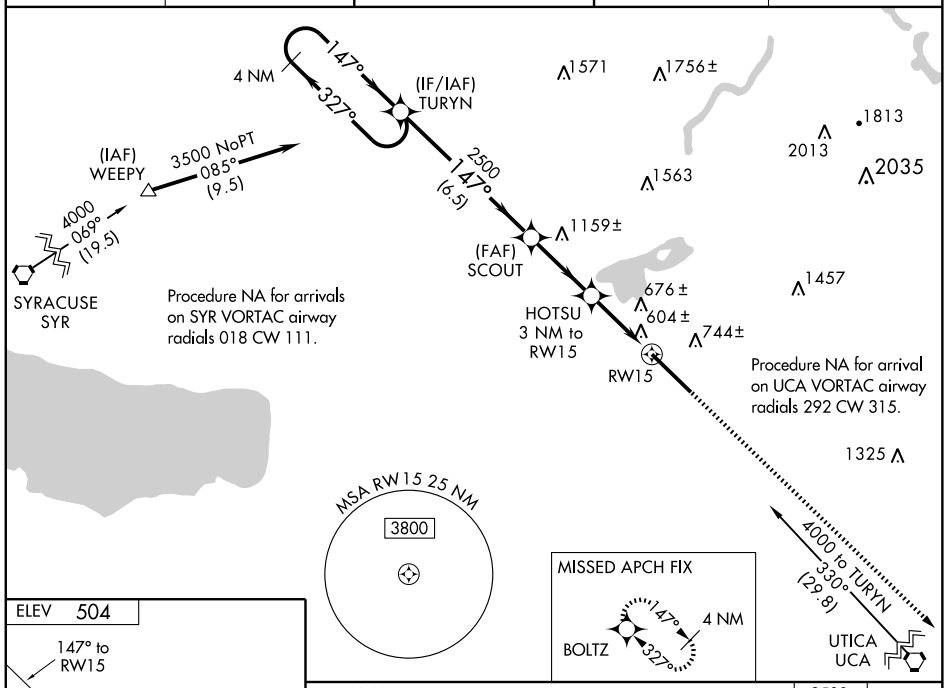
RNAV (GPS) RWY 15

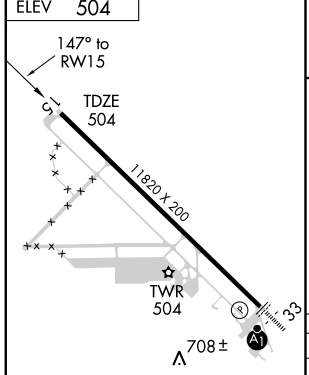
ROME/GRIFFISS INTL (RME)

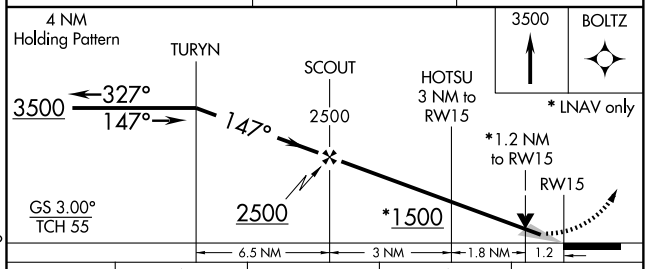
Circling NA West of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 100 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats B visibility ¼ mile; Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

MISSED APPROACH: Climb to 3500 direct BOLTZ and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







CATEGORY	A	B	C	D
LPV DA	704-1 200 (200-1)			
LNAV/VNAV DA	1052-2 548 (600-2)			
LNAV MDA	940-1 436 (500-1)		940-1¼ 436 (500-1¼)	940-1½ 436 (500-1½)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

HIRL Rwy 15-33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 42906 W33A	APP CRS 327°	Rwy Idg 11820 TDZE 498 Apt Elev 504

RNAV (GPS) RWY 33

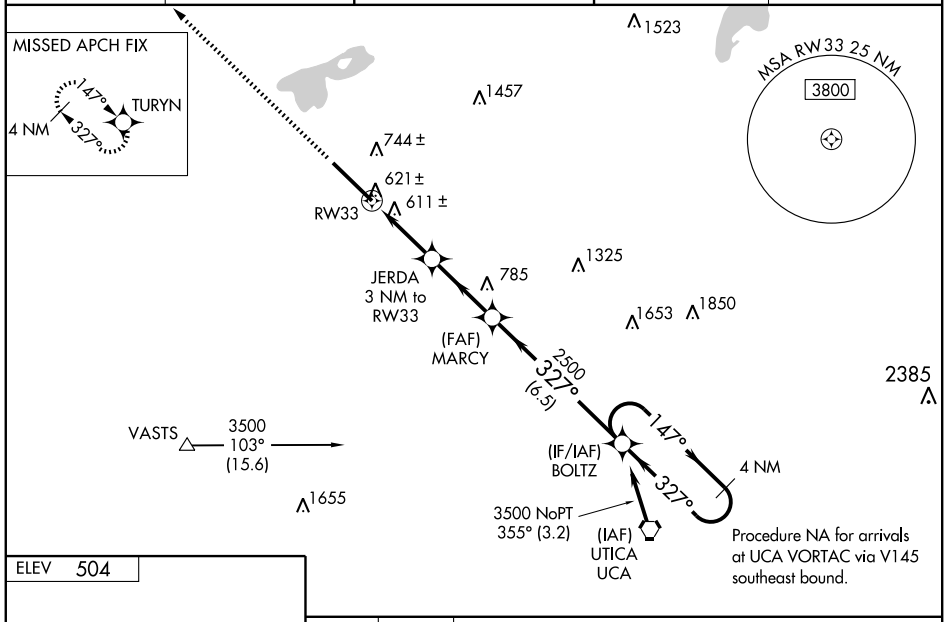
ROME/GRIFFISS INTL (RME)

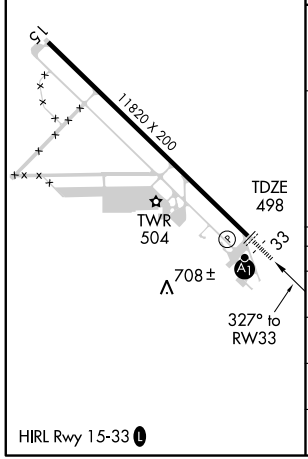
Circling NA west of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Syracuse altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat B visibility ¼ mile; Circling Cats C/D visibility ½ mile. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility all Cats ¼ mile. Baro-VNAV and VDP NA when using Syracuse altimeter setting.

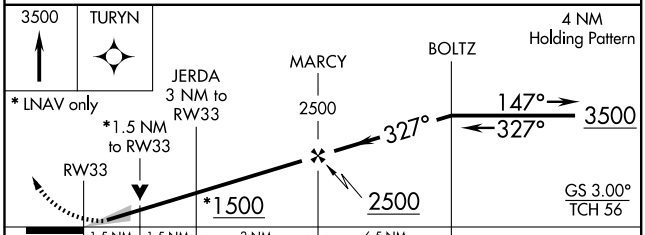
ALSF-1

MISSED APPROACH: Climb to 3500 direct TURYN and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







CATEGORY	A	B	C	D
LPV DA	698-½ 200 (200-½)			
LNAV/VNAV DA	1011-1¼ 513 (600-1¼)			
LNAV MDA	1040-½ 542 (600-½)		1040-1 542 (600-1)	1040-1¼ 542 (600-1¼)
CIRCLING	1120-1 616 (700-1)	1160-1 656 (700-1)	1220-2 716 (800-2)	1300-2½ 796 (800-2½)

VORTAC UCA	APP CRS	Rwy Idg	11,820
111.2	151°	TDZE	504
Chan 49		Apt Elev	504

VOR/DME RWY 15

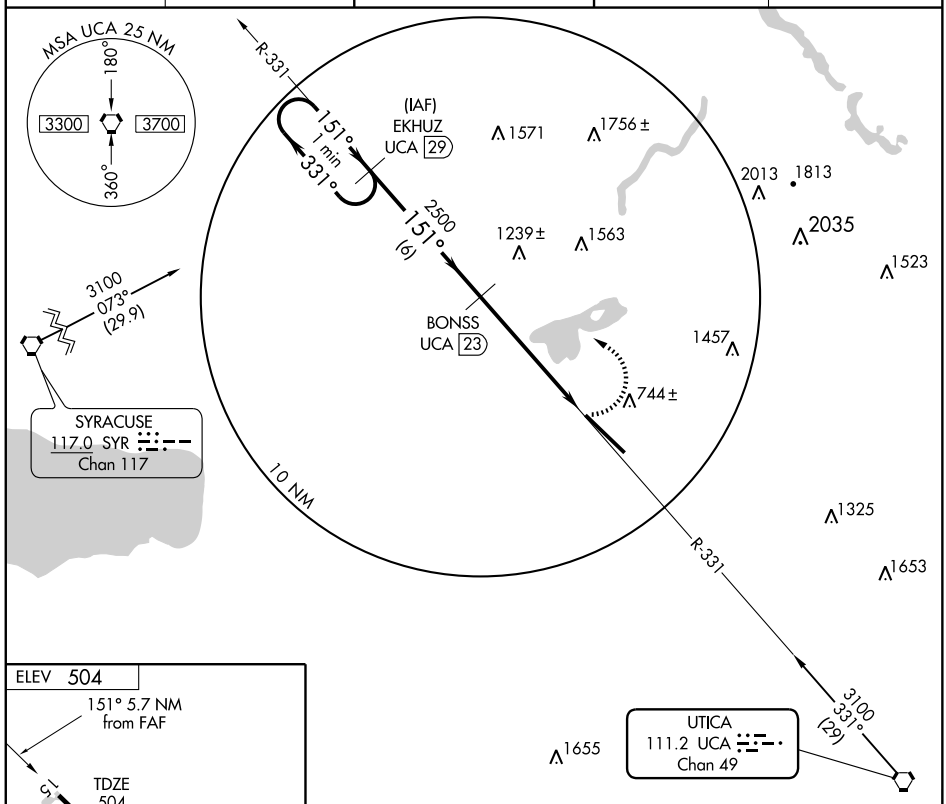
ROME/GRIFFISS INTL (RME)

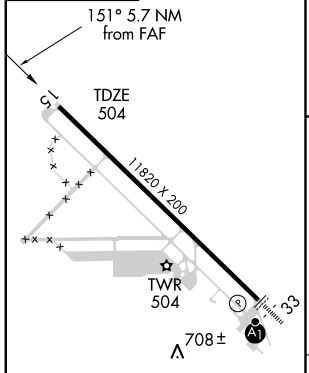
T
A NA

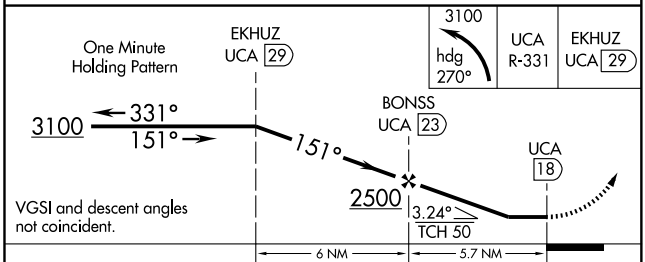
Circling NA west of Rwy 15-33.

MISSED APPROACH: Climbing left turn to 3100 via heading 270° and UCA R-331 to EKHUZ/UCA 29 DME and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95







CATEGORY	A	B	C	D
S-15	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)
CIRCLING	1500-1¼ 996 (1000-1¼)	1500-1½ 996 (1000-1½)	1500-3	996 (1000-3)

HIRL Rwy 15-33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC UCA	APP CRS	Rwy Idg	11,820
111.2	332°	TDZE	499
Chan 49		Apt Elev	504

VOR/DME RWY 33

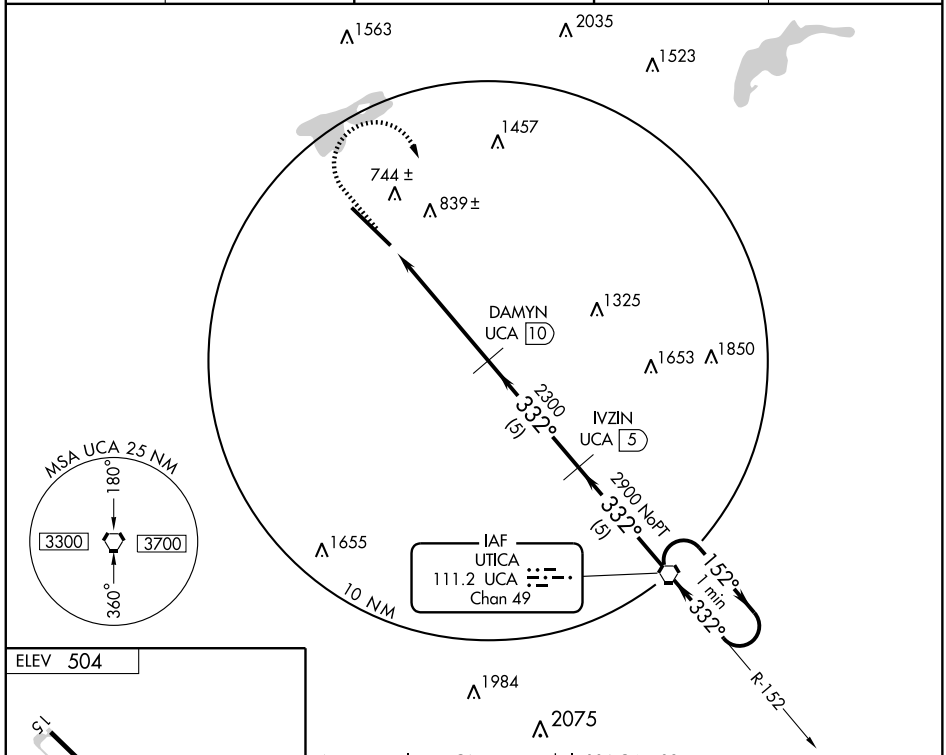
ROME/GRIFFISS INTL (RME)

T
A NA — Circling NA west of Rwy 15-33.

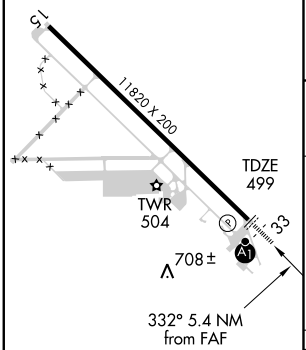
ALSF-1

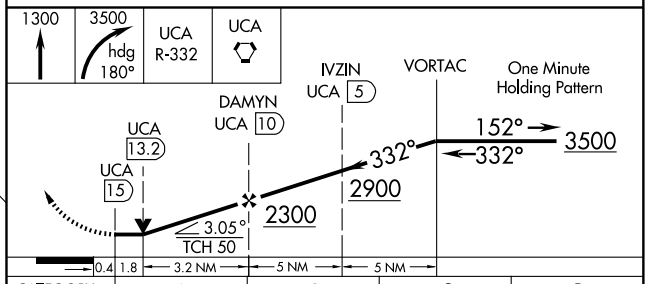
MISSED APPROACH: Climb to 1300, then climbing right turn to 3500 via heading 180° and UCA R-332 to UCA VORTAC and hold.

ATIS	GRIFFISS APP CON	GRIFFISS TOWER ★	GND CON	UNICOM
118.7	120.925 269.5	118.1 (CTAF) L 291.1	121.9 291.1	122.95



NoPT arrivals on UCA airway radials 086 CW 182.





CATEGORY	A	B	C	D
S-33	1240-½ 741 (800-½)	1240-¾ 741 (800-¾)	1240-1¾ 741 (800-1¾)	1240-2 741 (800-2)
CIRCLING	1240-1 736 (800-1)	1240-1¼ 736 (800-1¼)	1240-2¼ 736 (800-2¼)	1260-2½ 756 (800-2½)

HIRL Rwy 15-33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-SLK	APP CRS	Rwy Idg	6333
108.9	229°	TDZE	1663
		Apt Elev	1663

ILS RWY 23

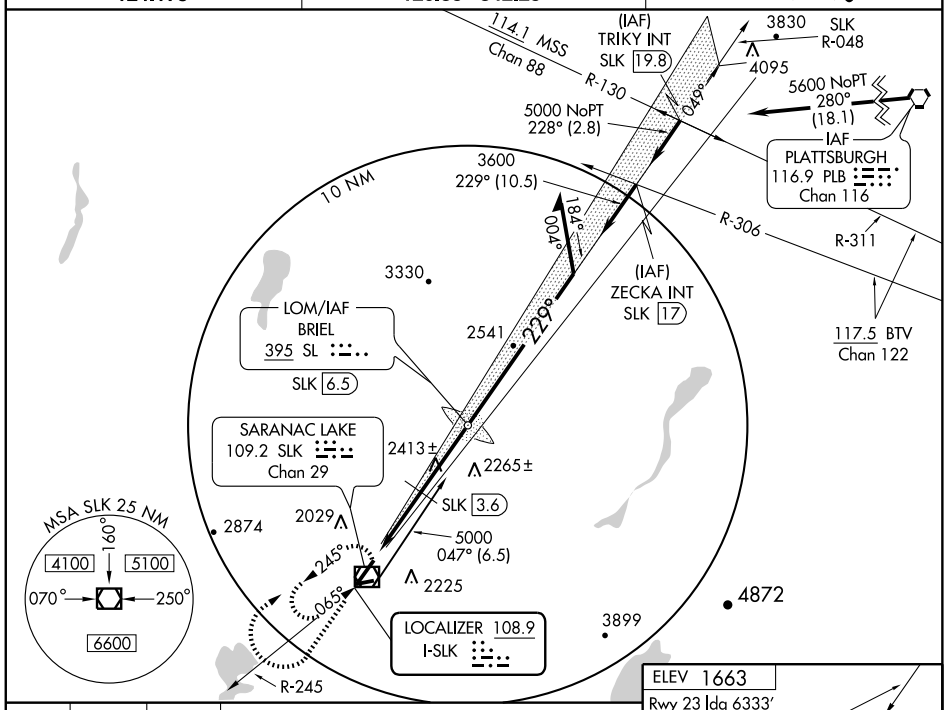
SARANAC LAKE / ADIRONDACK RGNL (SLK)

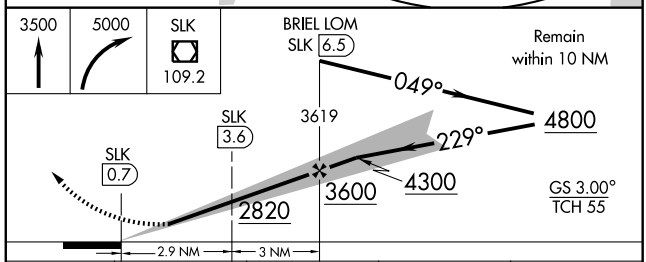
T NA — Inoperative table does not apply to S-LOC 23 Cat A. For inoperative MALSR's increase S-LOC 23 Cat B visibility to 1½ miles.

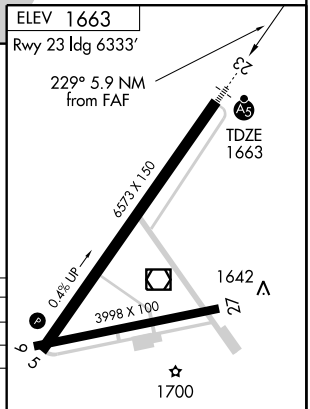
MALSR

MISSED APPROACH: Climb to 3500, then climbing right turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-ILS 23	1863-½ 200 (200-½)			
S-LOC 23	2820-1¼ 1157 (1200-1¼)		2820-2½ 1157 (1200-2½)	
CIRCLING	2820-1¼ 1157 (1200-1¼)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	
DME MINIMUMS				
S-LOC 23	2260-½ 597 (600-½)		2260-1 597 (600-1)	2260-1¼ 597 (600-1¼)
CIRCLING	2700-1 1037 (1100-1)	2820-1½ 1157 (1200-1½)	2820-3 1157 (1200-3)	

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6573
059°	TDZE	1653
	Apt Elev	1663

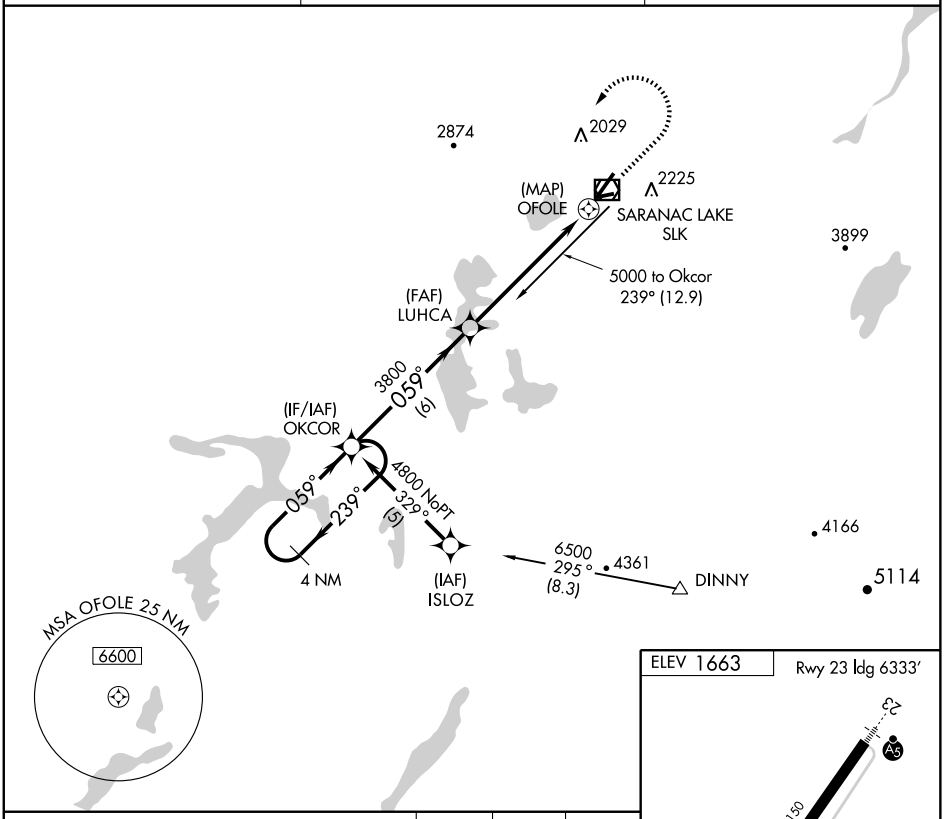
RNAV (GPS) RWY 5

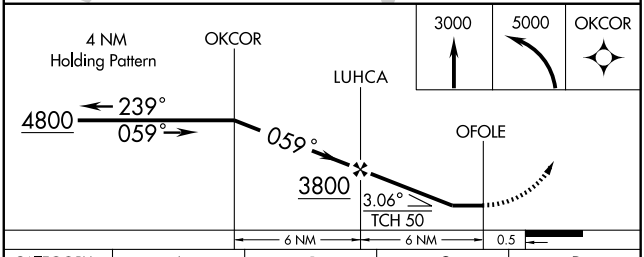
SARANAC LAKE / ADIRONDACK RGNL (SLK)

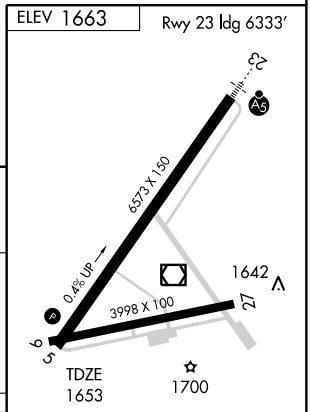
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct OKCOR WP and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2340-1 687 (700-1)		2340-2 687 (700-2)	2340-2¼ 687 (700-2¼)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

NE-2. 03 JUN 2010 to 01 JUL 2010

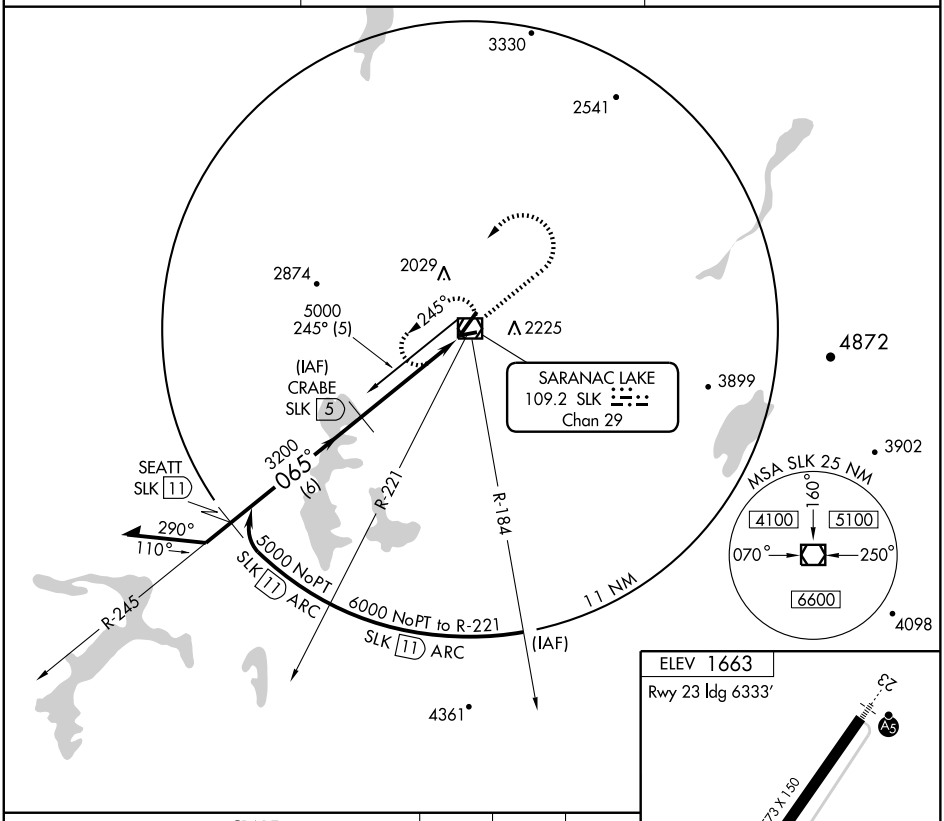
VOR/DME SLK	APP CRS	Rwy Idg	6573
109.2	065°	TDZE	1653
Chan 29		Apt Elev	1663

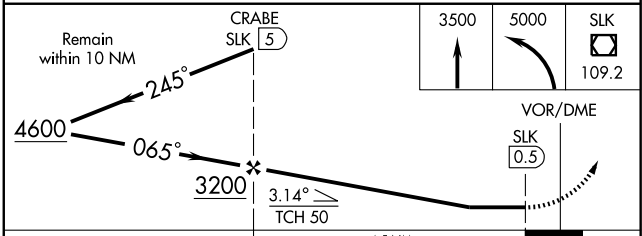
VOR/DME RWY 5

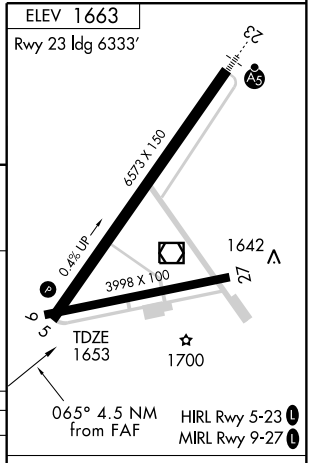
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	2460-1 807 (800-1)	2460-1¼ 807 (800-1¼)	2460-2¼ 807 (800-2¼)	2460-2½ 807 (800-2½)
CIRCLING	2600-1¼ 937 (1000-1¼)	2720-1½ 1057 (1100-1½)	2720-3 1057 (1100-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2. 03 JUN 2010 to 01 JUL 2010

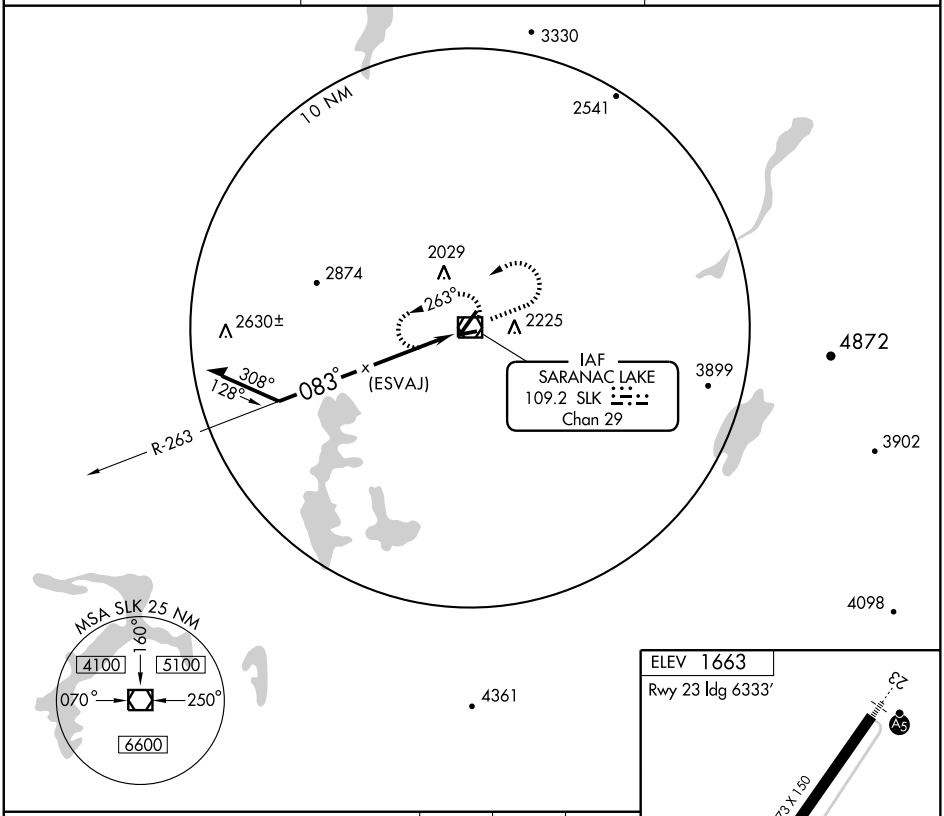
VOR/DME SLK	APP CRS	Rwy Idg	3998
109.2	083°	TDZE	1643
Chan 29		Apt Elev	1663

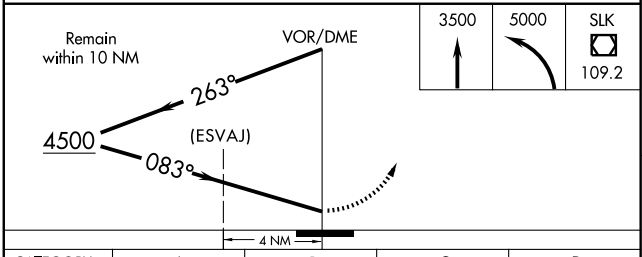
VOR or GPS RWY 9

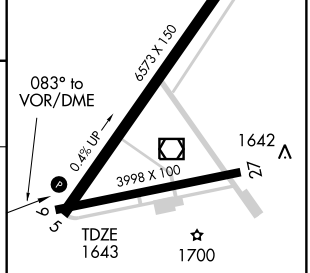
SARANAC LAKE / ADIRONDACK RGNL (SLK)

MISSED APPROACH: Climb to 3500, then climbing left turn to 5000 direct SLK VOR/DME and hold.

ASOS	BOSTON CENTER	UNICOM
124.175	120.35 342.25	123.0 (CTAF) L







HIRL Rwy 5-23 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	3000-1¼ 1357 (1400-1¼)	3000-1½ 1357 (1400-1½)	3000-3 1357 (1400-3)	
CIRCLING	3000-1¼ 1337 (1400-1¼)	3000-1½ 1337 (1400-1½)	3000-3 1337 (1400-3)	

Knots	60	90	120	150	180
Min:Sec					

NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 5

SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

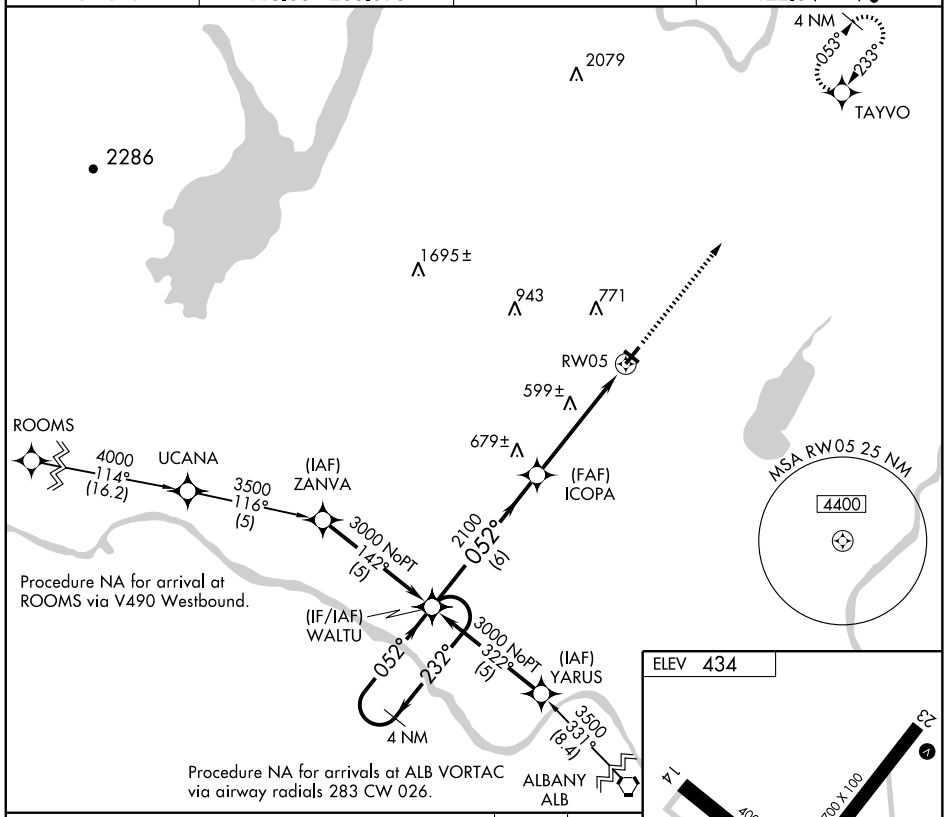
APP CRS	Rwy Idg	4700
052°	TDZE	434
	Apt Elev	434

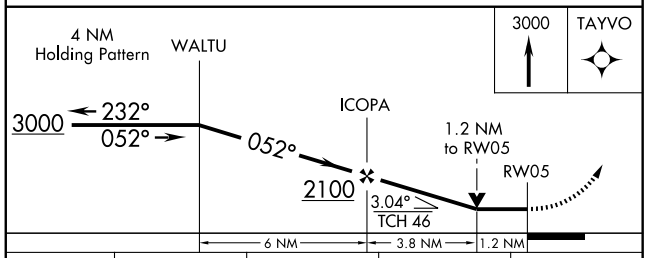
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Albany altimeter setting and increase all MDA 80 feet, LNAV Cat. C/D, Circling Cat. C visibility ¼ mile, and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

NA

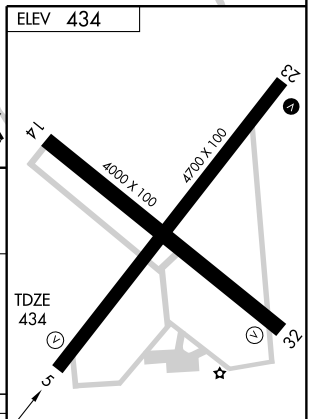
MISSED APPROACH: Climb to 3000 direct TAYVO and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	860-1 426 (500-1)		860-1¼ 426 (500-1¼)	
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)



NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 56611 W23A	APP CRS 233°	Rwy Idg 4700 TDZE 431 Apt Elev 434

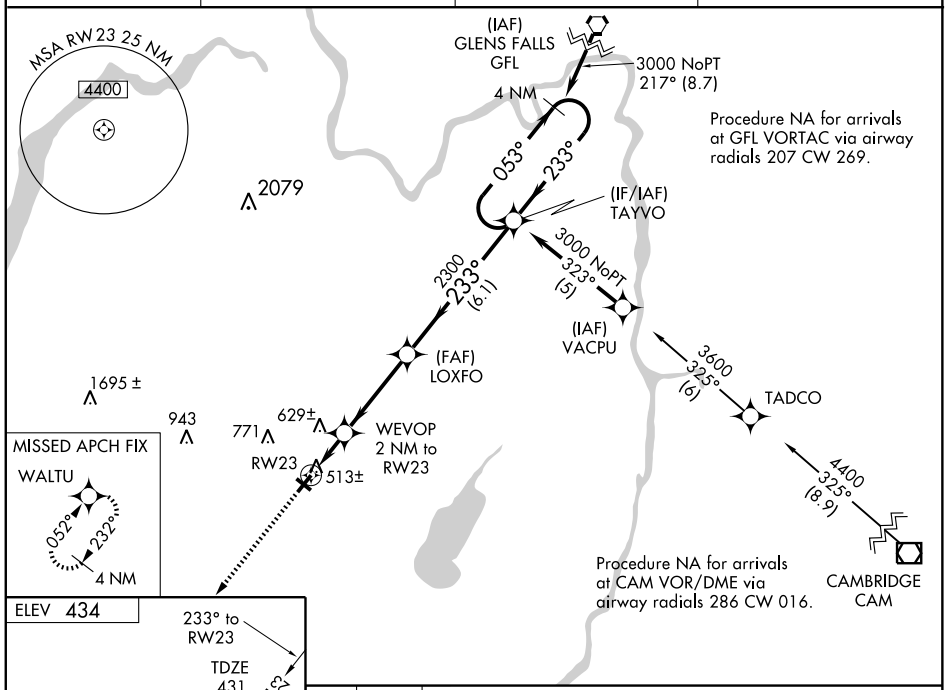
RNAV (GPS) RWY 23

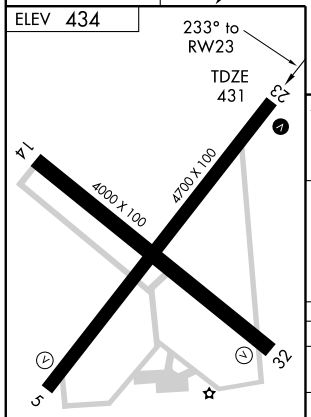
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

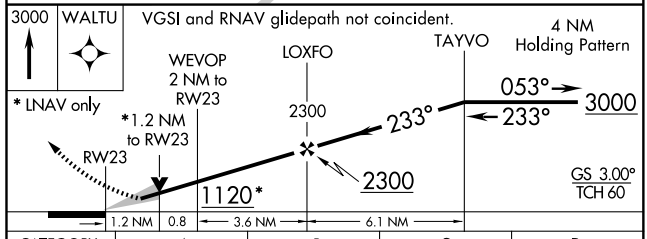
T NA Baro-VNAV NA when using Albany altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Albany altimeter setting and increase all DA 64 feet, and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Increase LNAV and Circling Cat. C visibility ¼ mile and Circling Cat. D visibility ½ mile. VDP NA when using Albany altimeter setting.

MISSED APPROACH: Climb to 3000 direct WALTU and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	745-1 314 (400-1)			
LNAV/ VNAV DA	1046-2¼ 615 (700-2¼)			
LNAV MDA	860-1 429 (500-1)		860-1¼ 429 (500-1¼)	860-1½ 429 (500-1½)
CIRCLING	1000-1 566 (600-1)	1020-1 586 (600-1)	1080-1¾ 646 (700-1¾)	1100-2 666 (700-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

VOR/DME-A

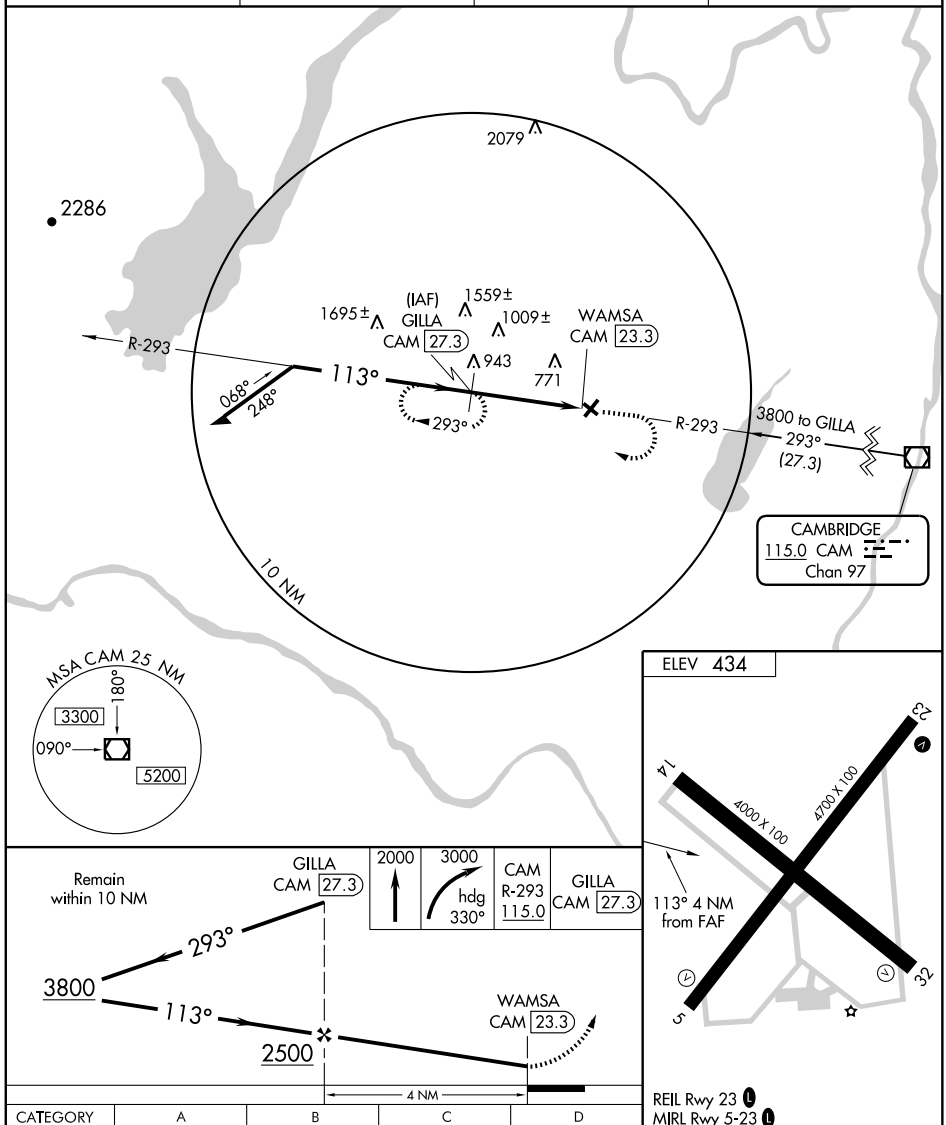
SARATOGA SPRINGS / SARATOGA COUNTY (5B2)

VOR/DME CAM	APP CRS	Rwy Idg	N/A
115.0	113°	TDZE	N/A
Chan 97		Apt Elev	434

V A NA When local altimeter setting not received use Albany altimeter setting and increase all MDA 80 feet, and Cat A, C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 330° and CAM VOR/DME R-293 to GILLA/CAM 27.3 DME and hold.

AWOS-3	ALBANY APP CON	CLNC DEL (GCO)	UNICOM
132.025	118.05 263.075	118.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 826 (900-1)	1260-1¼ 826 (900-1¼)	1260-2½ 826 (900-2½)	1260-2¾ 826 (900-2¾)

REIL Rwy 23 L
MIRL Rwy 5-23 L
MIRL Rwy 14-32
REIL Rwys 5 and 32

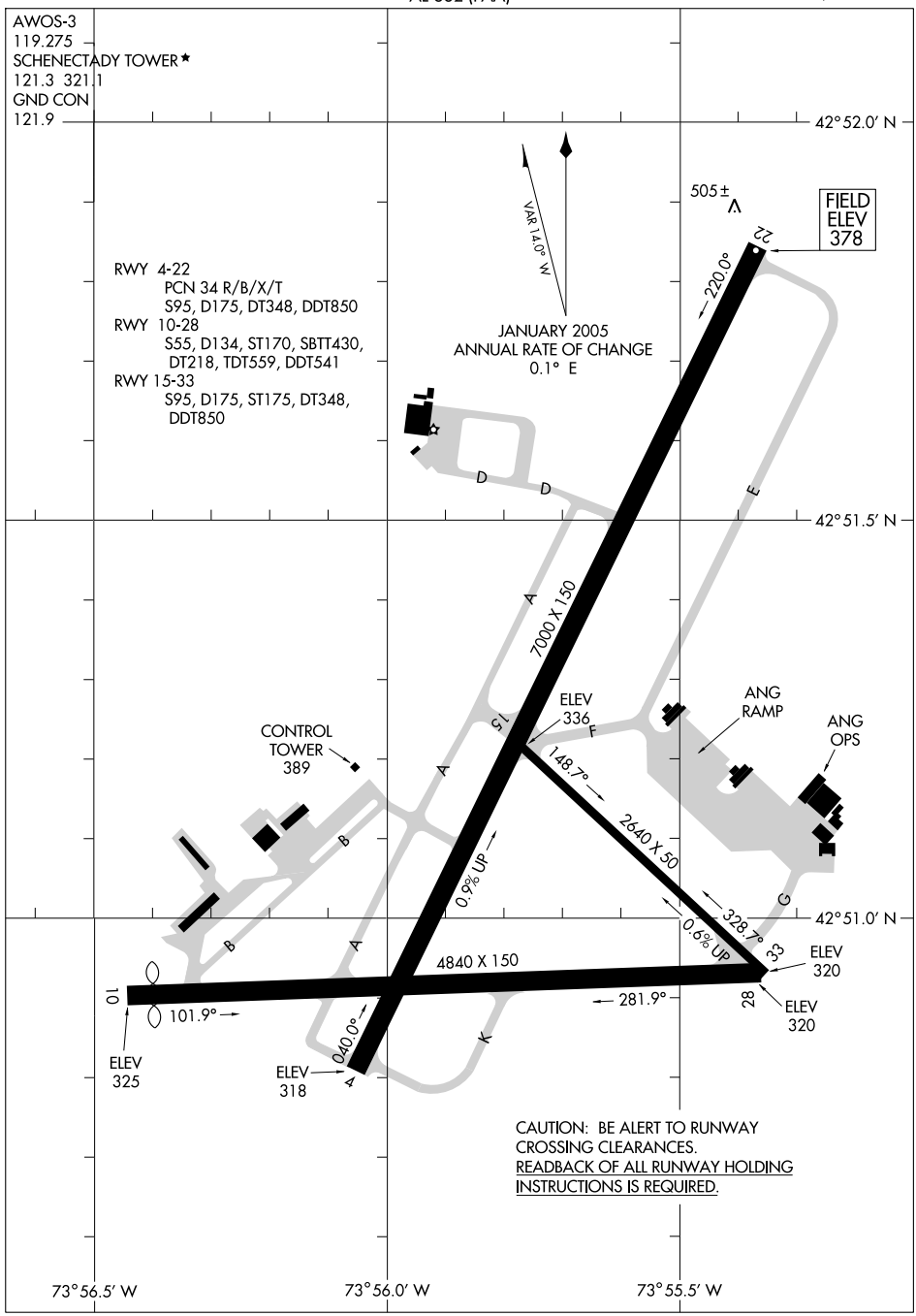
NE-2, 03 JUN 2010 to 01 JUL 2010

09183

AIRPORT DIAGRAM

AL-382 (FAA)

SCHENECTADY COUNTY (SCH)
SCHENECTADY, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

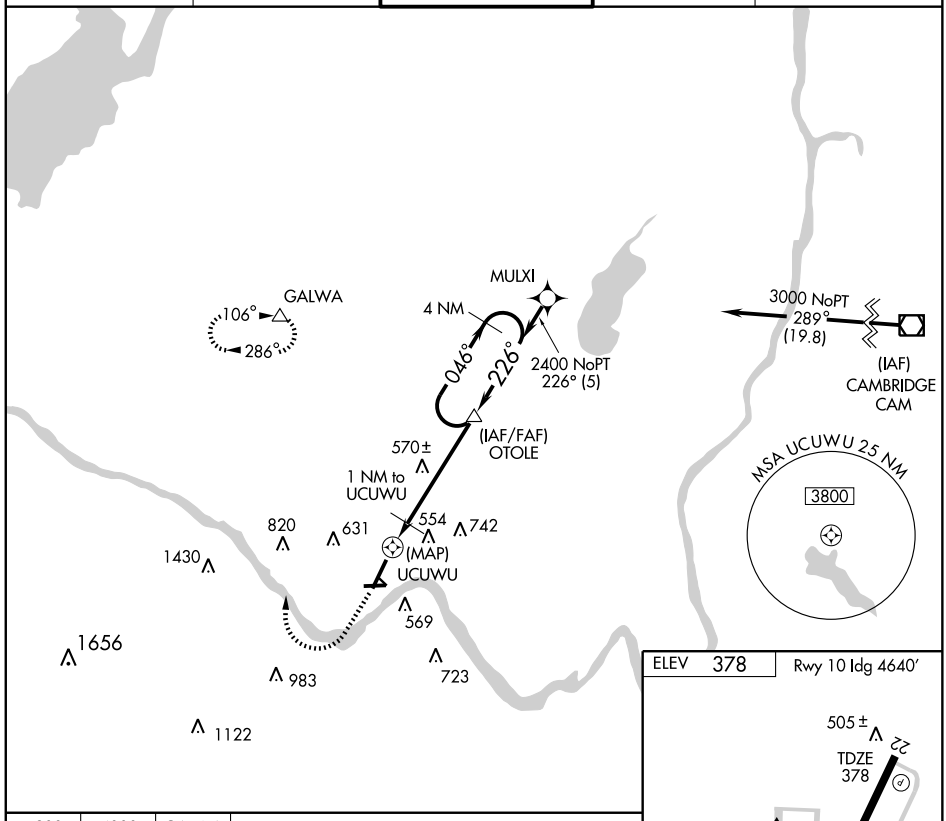
APP CRS		
226°	Rwy Idg	7000
	TDZE	378
	Apt Elev	378

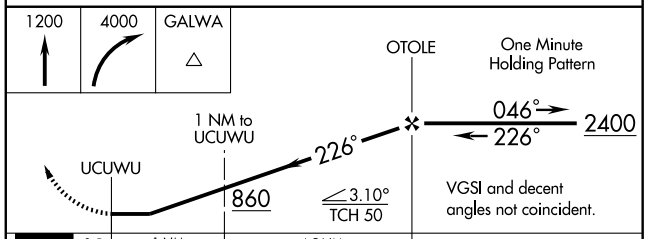
GPS RWY 22
SCHENECTADY COUNTY (SCH)

NA

MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 direct GALWA WP and hold.

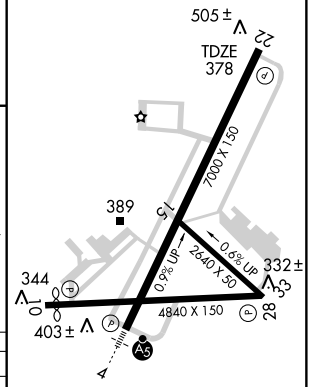
AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975





CATEGORY	A	B	C	D
S-22	760-1 382 (400-1)			760-1¼ 382 (400-1¼)
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

ELEV 378 Rwy 10 Idg 4640′



REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

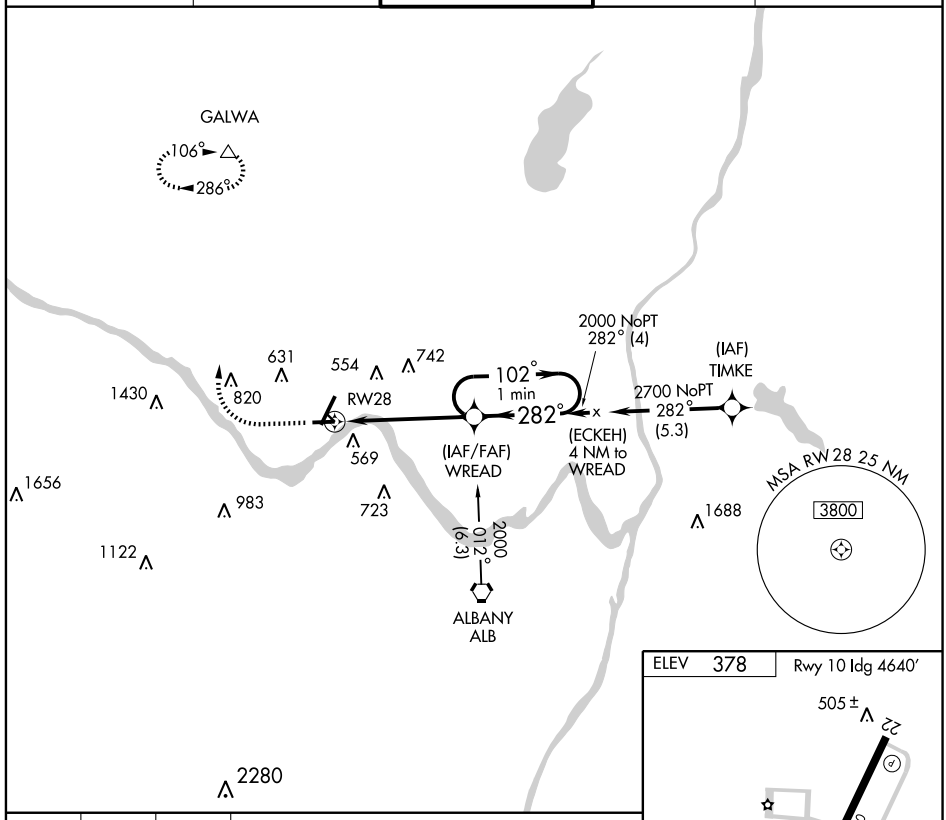
APP CRS		
282°	Rwy Idg	4840
	TDZE	323
	Apt Elev	378

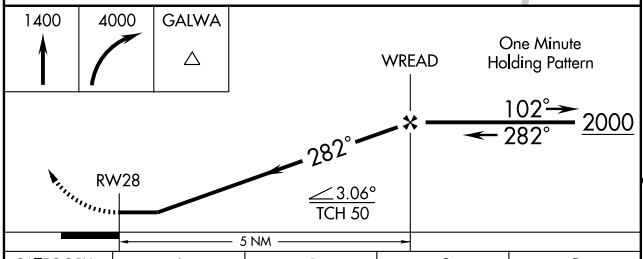
GPS RWY 28
SCHENECTADY COUNTY (SCH)

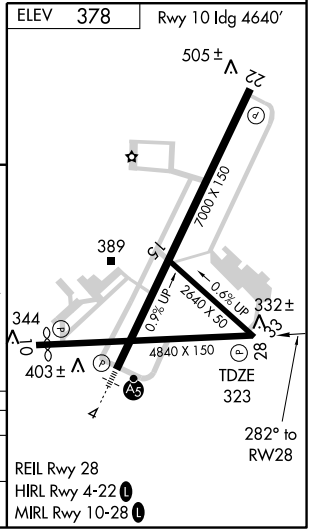
NA

MISSED APPROACH: Climb to 1400, then climbing right turn to 4000 direct GALWA WP and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975







CATEGORY	A	B	C	D
S-28	780-1	457 (500-1)	780-1¼ 457 (500-1¼)	780-1½ 457 (500-1½)
CIRCLING	880-1	502 (600-1)	900-1½ 522 (600-1½)	1000-2 622 (700-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-SCH	APP CRS	Rwy Idg	7000
109.7	040°	TDZE	338
		Apt Elev	378

ILS RWY 4
SCHENECTADY COUNTY (SCH)

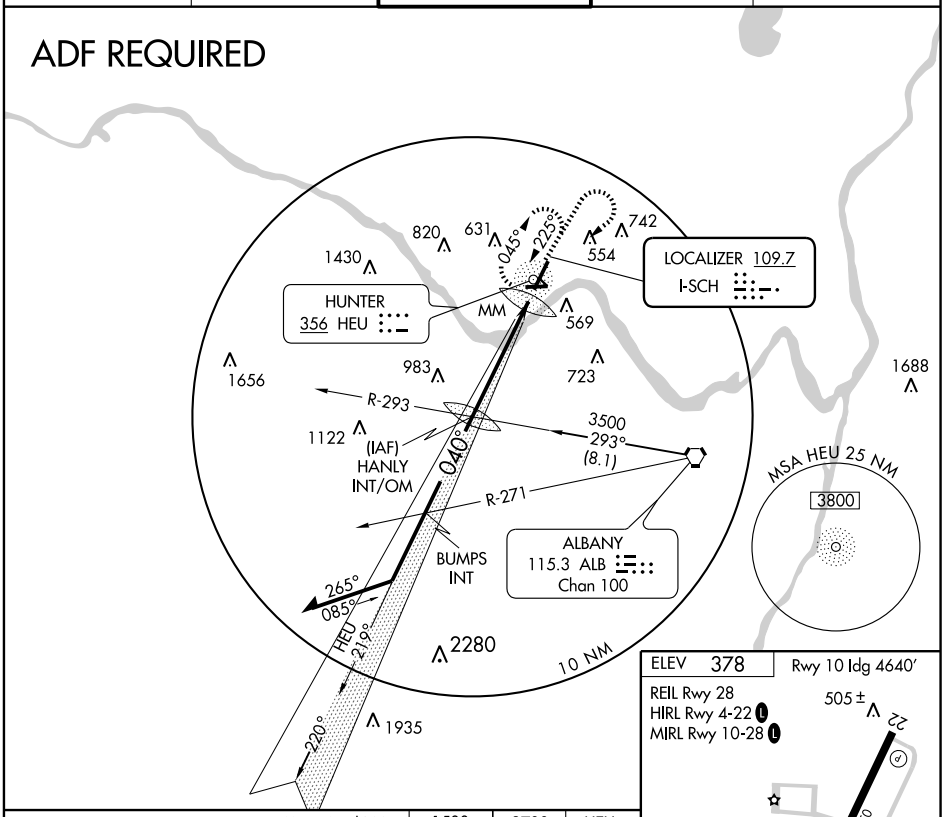
Inoperative table does not apply to S-LOC 4 CAT C.

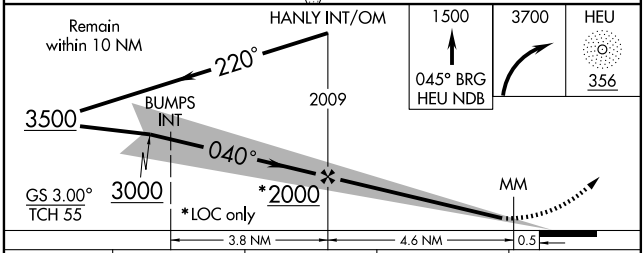
MALSR

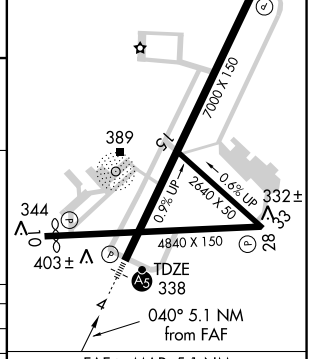
MISSED APPROACH: Climb to 1500 via 045° bearing from HEU NDB, then climbing right turn to 3700 direct HEU NDB and hold.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975

ADF REQUIRED







CATEGORY	A	B	C	D
S-ILS 4	555-¾ 217 (200-¾)			
S-LOC 4	740-¾ 402 (400-¾)		740-1¼ 402 (400-1¼)	
CIRCLING	880-1 502 (600-1)		900-1½ 522 (600-1½)	1000-2 622 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-2. 03 JUN 2010 to 01 JUL 2010

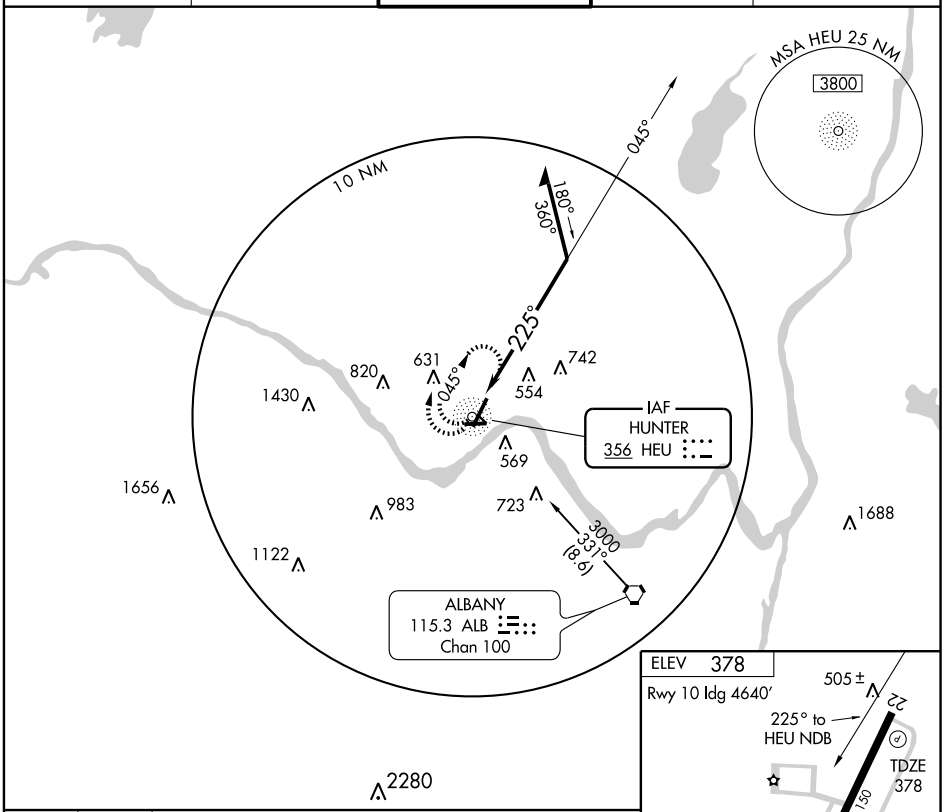
NDB HEU 356	APP CRS 225°	Rwy Idg 7000 TDZE 378 Apt Elev 378

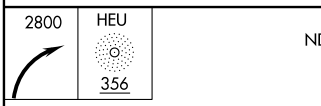
NDB RWY 22

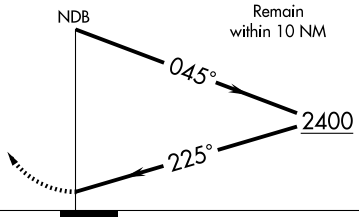
SCHENECTADY COUNTY (SCH)

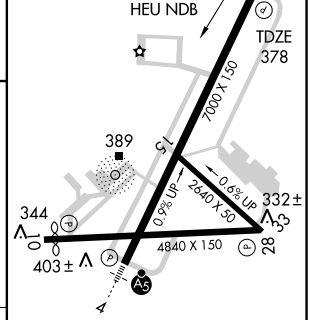
MISSED APPROACH: Climbing right turn to 2800 in HUNTER NDB holding pattern.

AWOS-3	ALBANY APP CON	SCHENECTADY TOWER*	GND CON	UNICOM
119.275	118.05 263.075	121.3 (CTAF) L 321.1	121.9	122.975









CATEGORY	A	B	C	D
S-22	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	980-2 602 (700-2)
CIRCLING	980-1	602 (700-1)	980-1¾ 602 (700-1¾)	1000-2 622 (700-2)

REIL Rwy 28
HIRL Rwy 4-22 L
MIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3786
007°	TDZE	492
	Apt Elev	492

RNAV (GPS) RWY 1

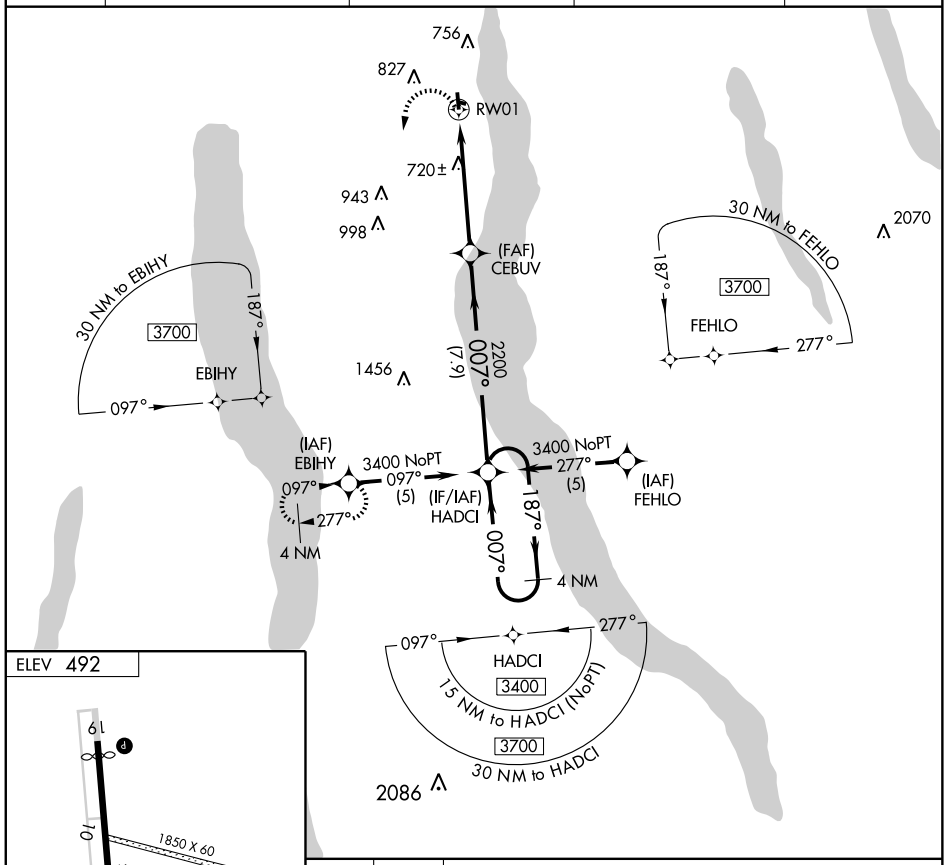
SENECA FALLS / FINGER LAKES RGNL (ØG7)

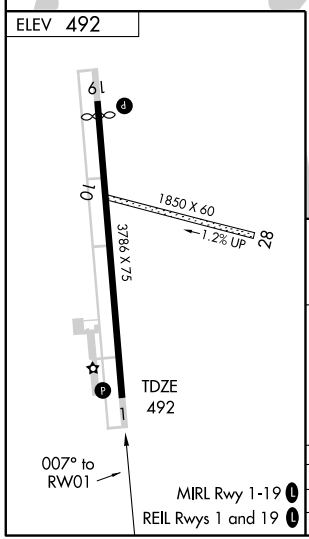
When local altimeter setting not received, use Syracuse Hancock altimeter setting. DME/DME RNP-0.3 NA.

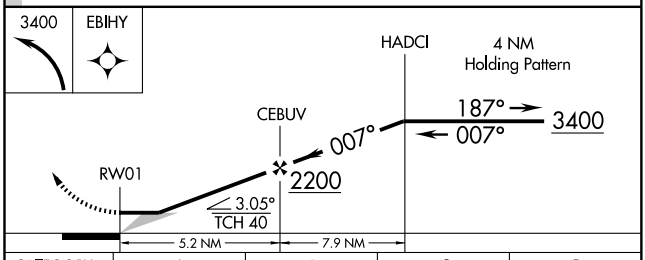
NA

MISSED APPROACH: Climbing left turn to 3400 direct EBIHY WP and hold.

AWOS-3	SYRACUSE APP CON	ROCHESTER APP CON	ELMIRA APP CON ★	UNICOM
120.0	126.125 269.125 (E-NE)	119.55 269.6 (W-NW)	124.3 257.8 (SW-SE)	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1060-1	568 (600-1)	NA	
CIRCLING	1080-1	588 (600-1)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-HWV	APP CRS	Rwy Idg	4200
108.95	059°	TDZE	81
		Apt Elev	82

ILS RWY 6

SHIRLEY / BROOKHAVEN (HWV)

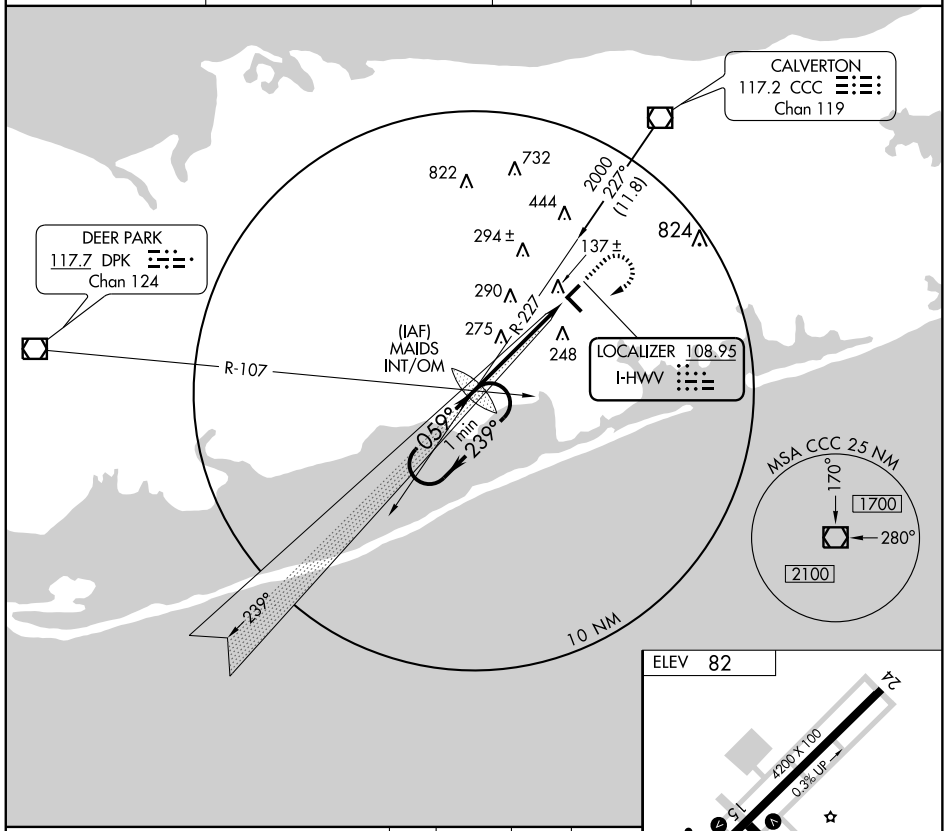
Use Long Island MacArthur altimeter setting.
ILS unusable from MM inbound.

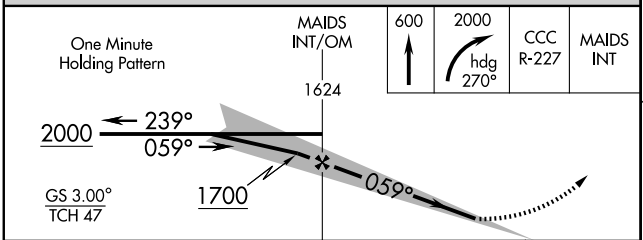
NA

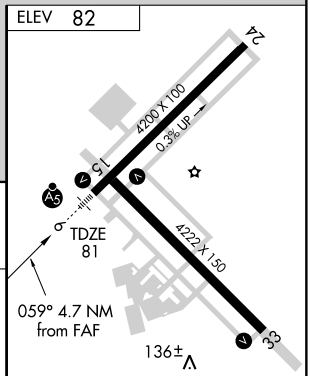
MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 via heading 270° and CCC VOR/DME R-227 to MAIDS INT and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

CATEGORY	A	B	C	D
S-ILS 6	309-½	228 (300-½)	NA	
S-LOC 6	560-½	479 (500-½)	NA	
CIRCLING	600-1	518 (600-1)	NA	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4200
059°	TDZE	77
	Apt Elev	81

RNAV (GPS) RWY 6

SHIRLEY / BROOKHAVEN (HWV)

If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 2000 direct ISQAC and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

Procedure NA for arrivals at CCC VOR/DME via V91 northbound.

CALVERTON CCC

822 732 444 294± 137± 290 824 248

2000 to PIRCE 232° (18.1)

RW06

DEER PARK DPK

2000 120° (8.7)

(IAF) MCCAB

2000 NoPT 149° (5)

(FAF) TYCHO

EPARE 2.1 NM to RW06

1700 059° (6.1)

ISQAC

170° 350° 4 NM

(IF/IAF) PIRCE

059° 239° 4 NM

2000 NoPT 329° (5)

(IAF) DUDDA

MSA RW06 25 NM 1900

RADAR required for arrivals at DUDDA.

ELEV 81

4200 X 100 0.3% UP

15 6 24 33

TDZE 77

059° to RW06

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

4 NM Holding Pattern

PIRCE TYCHO EPARE 2.1 NM to RW06

2000 239° 059° 059°

3.04° TCH 48

1700 760 RW06

1.1 NM to RW06

2000 ISQAC

6.1 NM 2.8 NM 1 NM 1.1

CATEGORY	A	B	C	D
LNAV MDA	480-½ 403 (400-½)		NA	
CIRCLING	560-1 479 (500-1)		NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4222
CH 90402	149°	TDZE	70
W15A		Apt Elev	81

RNAV (GPS) RWY 15

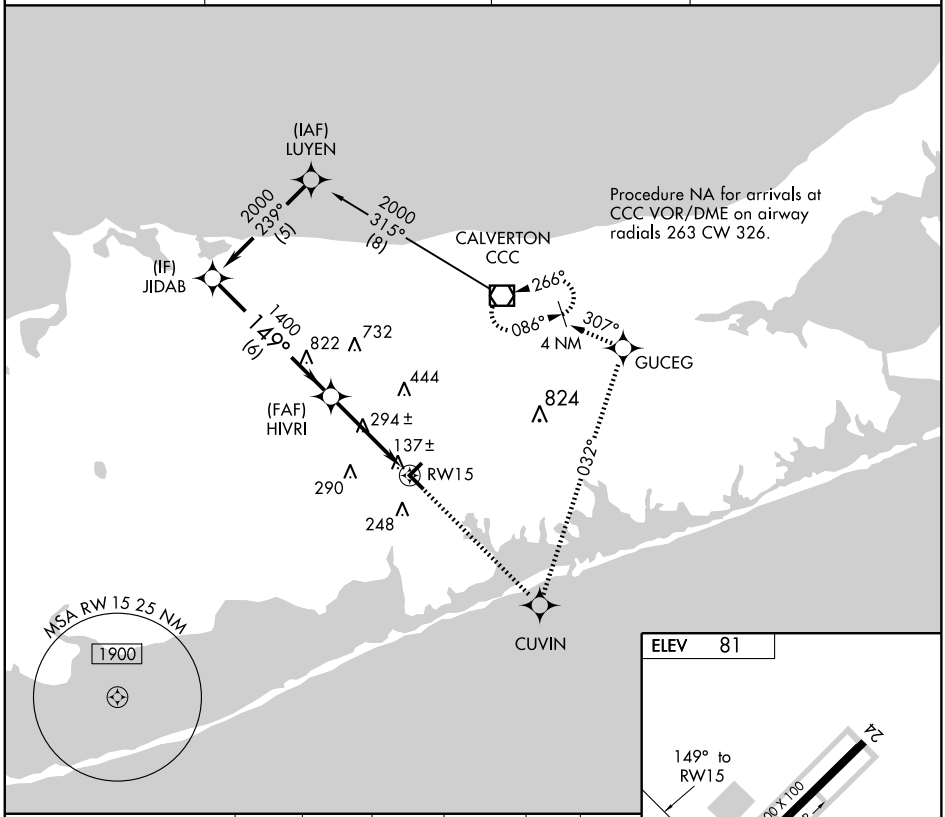
SHIRLEY / BROOKHAVEN (HWV)

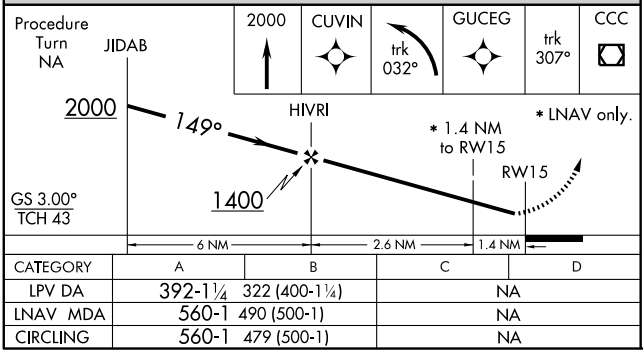
T A W

DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 420 and all MDAs 40 feet. VDP NA when using Islip altimeter setting.

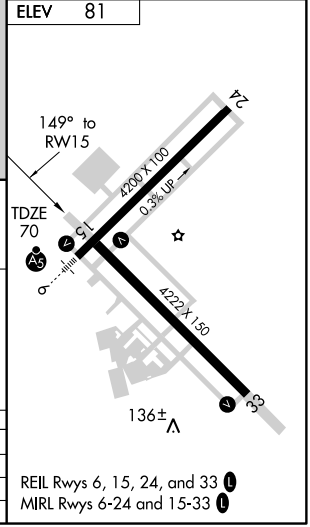
MISSED APPROACH: Climb to 2000 direct CUVIN and left turn via 032° track to GUCEG and 307° track to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	392-1¼	322 (400-1¼)	NA	
LNAV MDA	560-1	490 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	



REIL Rwys 6, 15, 24, and 33 L
MIRL Rwys 6-24 and 15-33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4222
CH 40412	329°	TDZE	67
W33A		Apt Elev	81

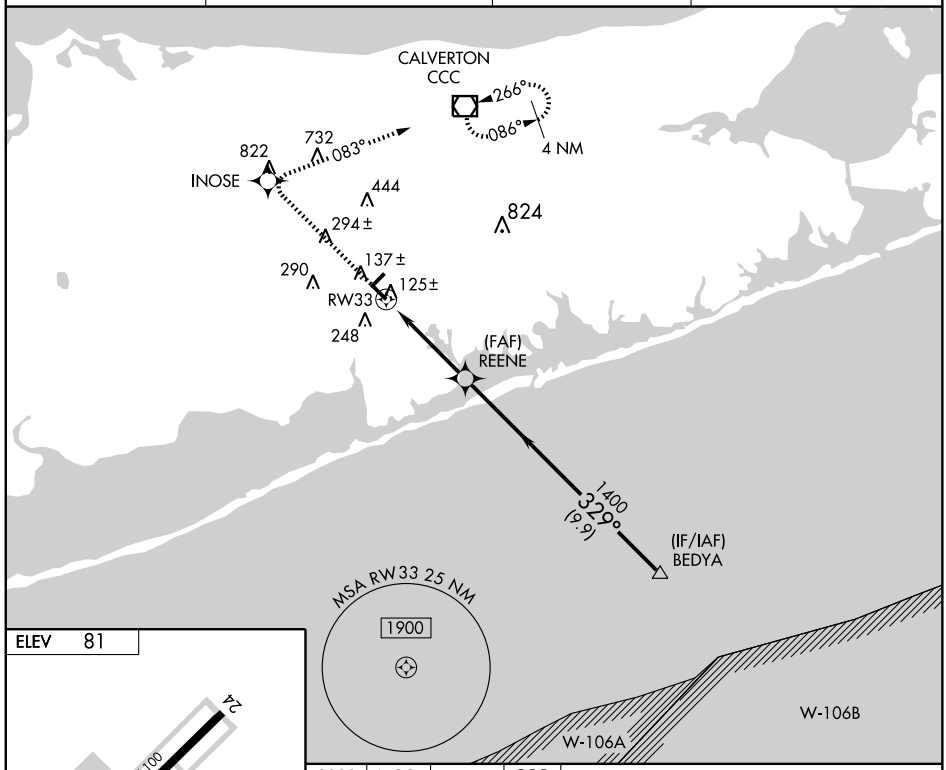
RNAV (GPS) RWY 33

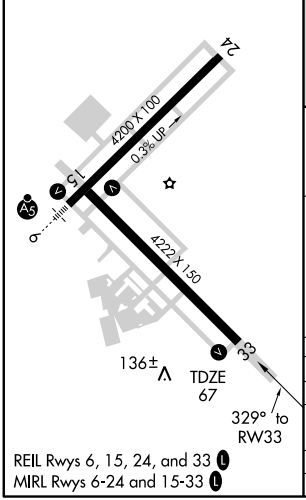
SHIRLEY / BROOKHAVEN (HWV)

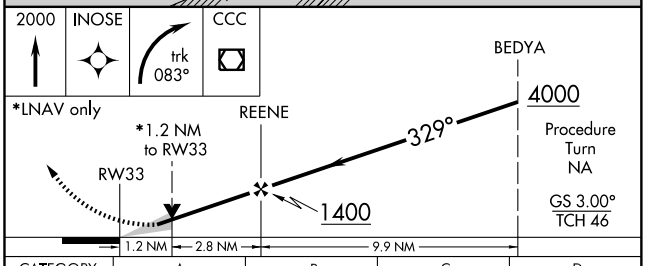
Baro-VNAV NA when using Islip altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Islip altimeter setting and increase all DA 28 feet and all MDA 40 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Islip altimeter setting.

MISSED APPROACH: Climb to 2000 direct INOSE and right turn via track 083° to CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	346-1	279 (300-1)	NA	
LNAV/VNAV DA	449-1¼	382 (400-1¼)	NA	
LNAV MDA	500-1	433 (500-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4200
239°	TDZE	81
	Apt Elev	81

RNAV (GPS) Y RWY 24

SHIRLEY / BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 northwest bound.

(IAF) OCTAV

2000 149° (5)

(IF) ARDIS

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

1700 239° (5.1)

2000 329° (5)

(FAF) WEENG

822 732 444 824 294± 213± 290 137±

(MAP) KOYEN

MSA KOYEN 25 NM

1900

YINTU

248

149°

ISQAC

170° 350°

4 NM

ELEV 81

24

TDZE 81

4200 X 100

0.3% UP

15

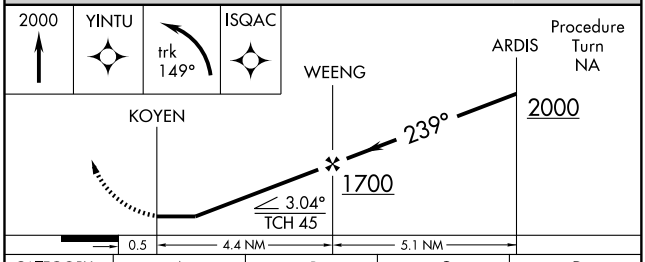
33

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	480-1	399 (400-1)	NA	
CIRCLING	560-1	479 (500-1)	NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56601	239°	TDZE	81
W24A		Apt Elev	81

RNAV (GPS) Z RWY 24

SHIRLEY / BROOKHAVEN (HWV)

V A W DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Islip altimeter setting and increase LPV DA to 378, and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct YINTU and left turn via 149° track to ISQAC and hold, continue climb-in-hold to 2000.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L

BRIDGEPORT BDR

2000 135° (18)

Procedure NA for arrivals at BDR VOR/DME via V44-91 northwest bound.

(IAF) OCTAV

2000 149° (5)

Procedure NA for arrivals at HTO VORTAC on airway radials 236 CW 285.

(IF) ARDIS

1700 239° (5.1)

2000 329° (5)

HAMPTON HTO

2000 277° (14.3)

(IAF) FRANQ

822 732 WEENG 444 824

294± 137± 290 RW24 248

MSA RW24 25 NM 1900

YINTU 149° ISQAC 170° 350° 4 NM

ELEV 81

240° to RW24

TDZE 81

4200 X 100 0.3% UP

4222 X 150

136±

REIL Rwys 6, 15, 24, and 33 L

MIRL Rwys 6-24 and 15-33 L

2000 YINTU trk 149° ISQAC

Procedure Turn NA

ARDIS 2000 239° 1700 WEENG RW24

GS 3.00° TCH 45

4.9 NM 5.1 NM

CATEGORY	A	B	C	D
LPV DA	350-1 269 (300-1)		NA	
CIRCLING	560-1 479 (500-1)		NA	

NE-2. 03 JUN 2010 to 01 JUL 2010

VOR/DME CCC	APP CRS	Rwy Idg	4200
117.2	042°	TDZE	77
Chan 119		Apt Elev	81

VOR RWY 6

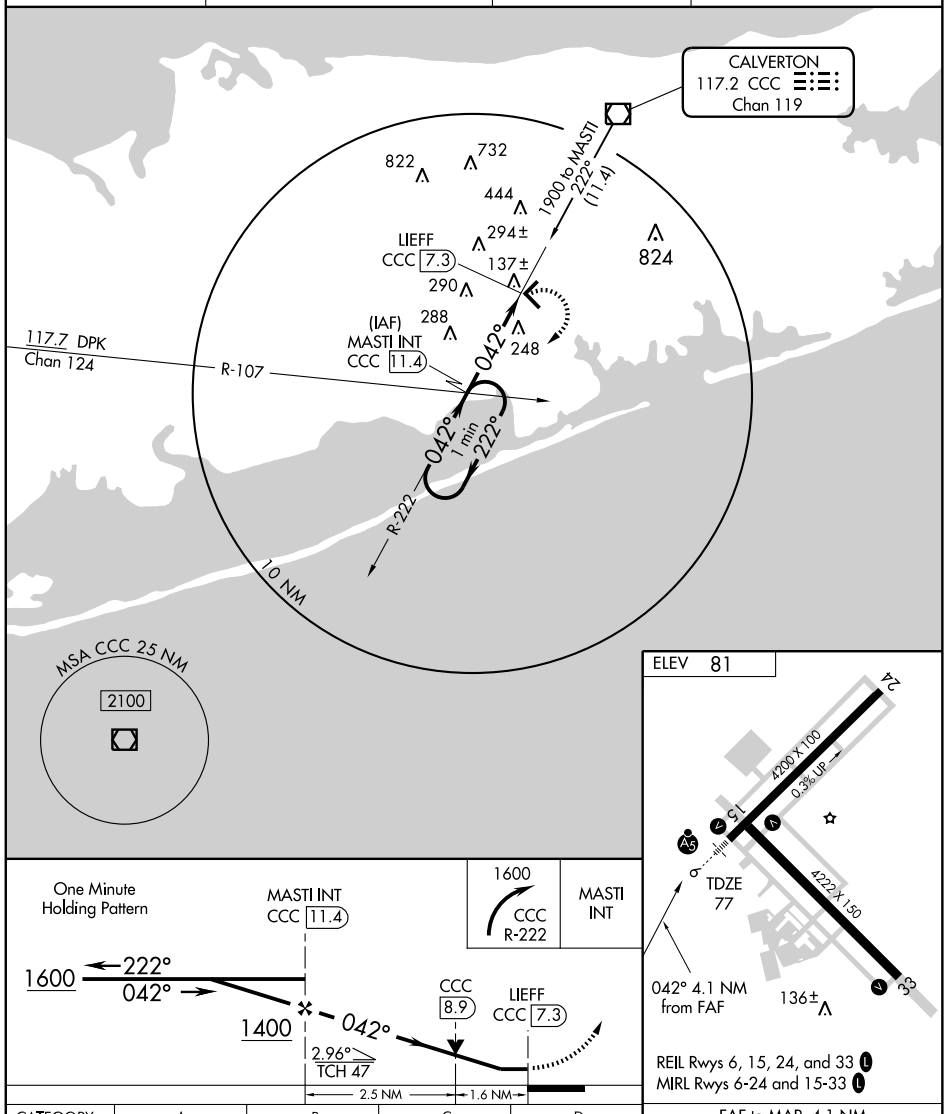
SHIRLEY / BROOKHAVEN (HWV)

Inoperative table does not apply. When local altimeter setting not received, use Islip altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 1600 via CCC VOR/DME R-222 to MASTI INT/11.4 DME and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	118.0 343.75	133.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-6	620-1	543 (600-1)	NA	
CIRCLING	620-1	539 (600-1)	NA	

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-2. 03 JUN 2010 to 01 JUL 2010

SIDNEY, NEW YORK

AL-6076 (FAA)

APP CRS	Rwy Idg	4204
071°	TDZE	1027
	Apt Elev	1027

RNAV (GPS) RWY 7

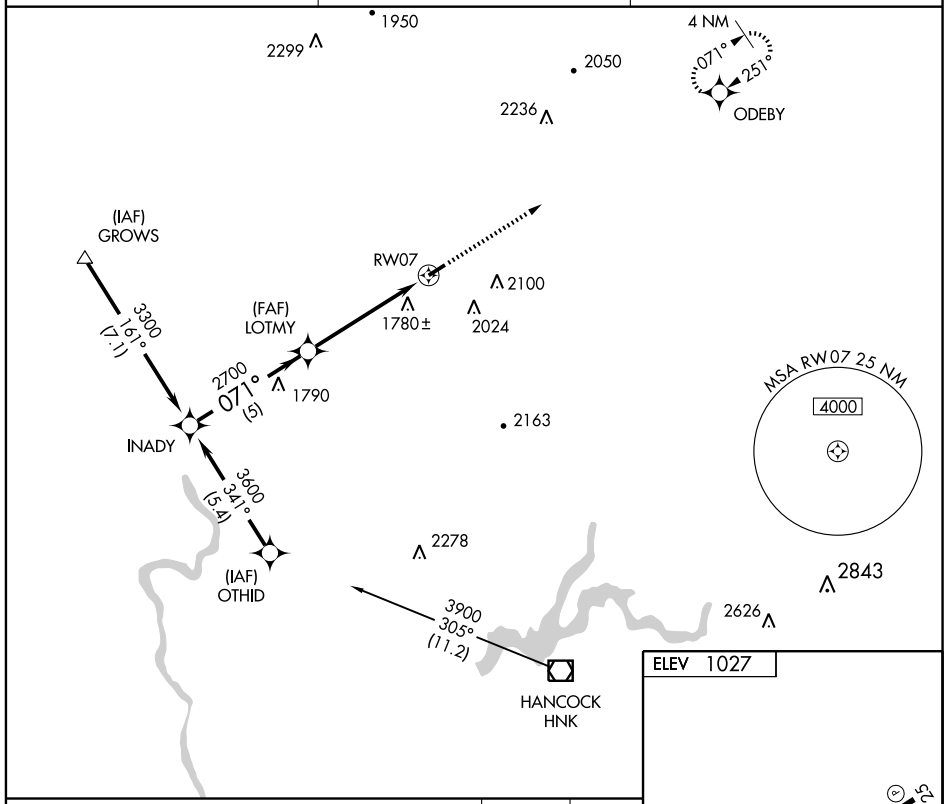
SIDNEY MUNI (N23)

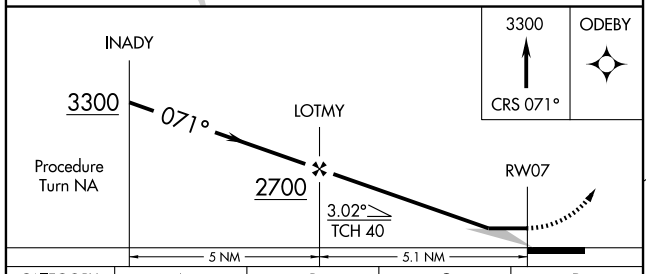
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDAs 140 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

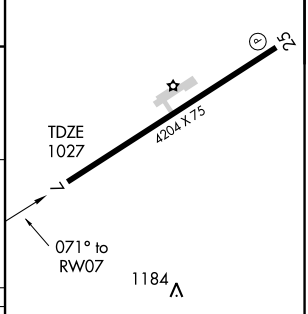
NA

MISSED APPROACH: Climb to 3300 via 071° course to ODEBY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275







CATEGORY	A	B	C	D
LNAV MDA	2040-1¼ 1013 (1100-1¼)	2040-1½ 1013 (1100-1½)	2040-3 1013 (1100-3)	NA
CIRCLING	2120-1¼ 1093 (1100-1¼)	2140-1½ 1113 (1200-1½)	2180-3 1153 (1200-3)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 25

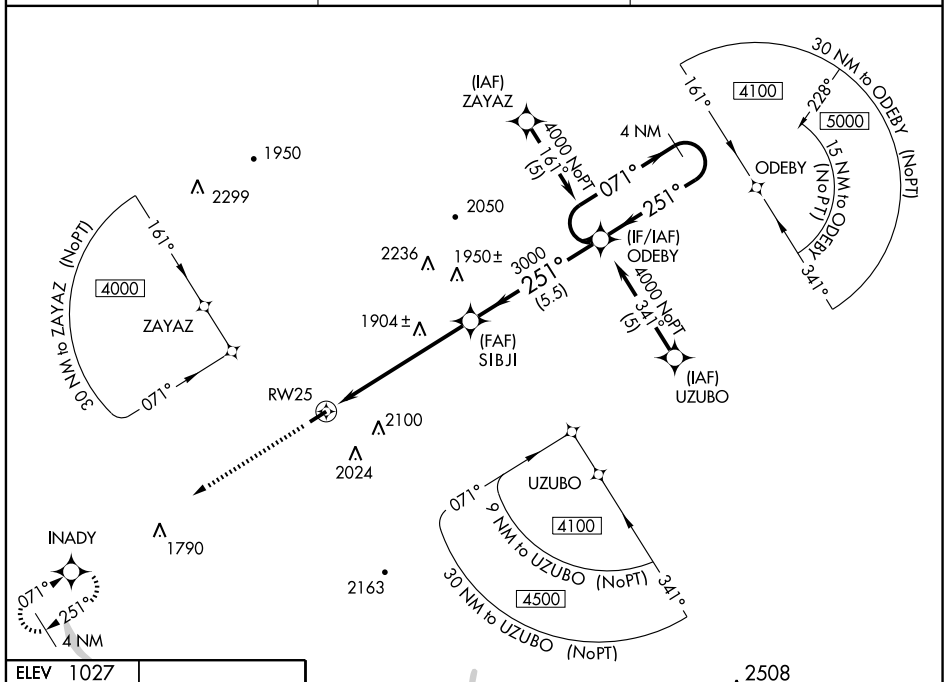
SIDNEY MUNI (N23)

APP CRS	Rwy Idg	4204
251°	TDZE	1027
	Apt Elev	1027

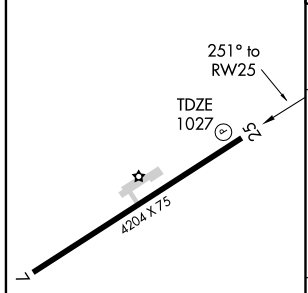
Obtain local altimeter setting on CTAF; when not received, use Binghamton altimeter setting and increase all MDAs 140 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

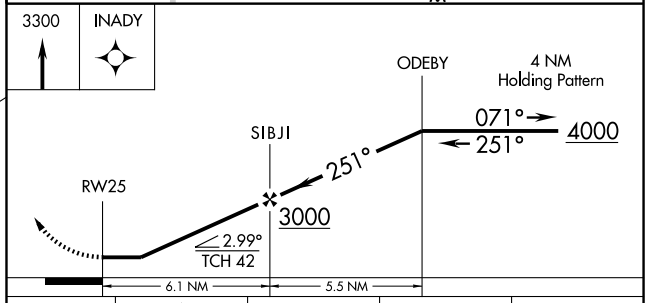
MISSED APPROACH: Climb to 3300 direct INADY WP and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275



ELEV 1027





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	NA			
LNAV MDA	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA
CIRCLING	2320-1¼ 1293 (1300-1¼)	2320-1½ 1293 (1300-1½)	2320-3 1293 (1300-3)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NE-2, 03 JUN 2010 to 01 JUL 2010

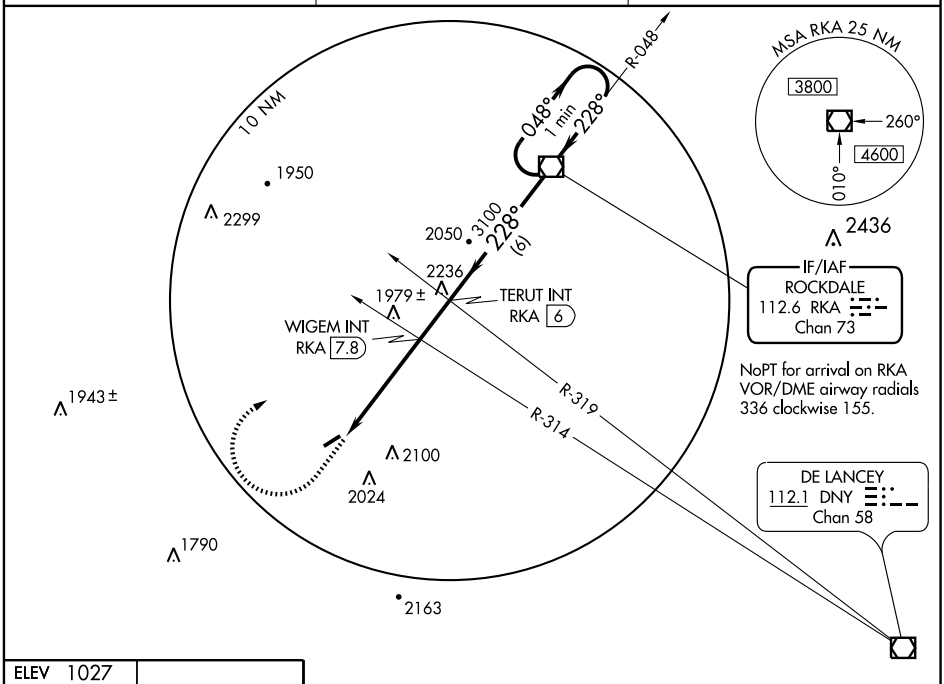
VOR/DME RKA	APP CRS	Rwy Idg	4204
112.6	228°	TDZE	1027
Chan 73		Apt Elev	1027

VOR RWY 25
SIDNEY MUNI (N23)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Binghamton altimeter setting and increase all MDA 160 feet.

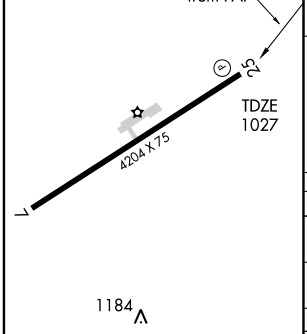
MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct RKA VOR/DME and hold.

BOSTON CENTER	UNICOM	AWOS-3
133.25 279.5	122.8 (CTAF) L	118.275

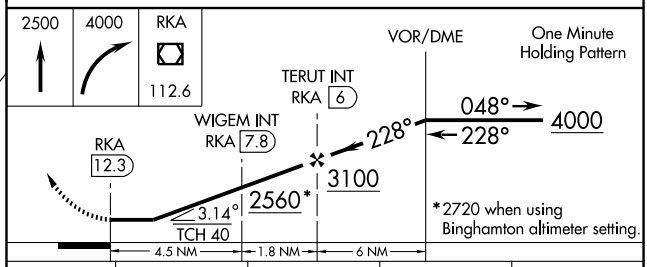


ELEV 1027

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-25	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
CIRCLING	2560-1¼ 1533 (1600-1¼)	2560-1½ 1533 (1600-1½)	2560-3 1533 (1600-3)	NA
WIGEM FIX MINIMUMS				
S-25	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA
CIRCLING	2300-1¼ 1273 (1300-1¼)	2300-1½ 1273 (1300-1½)	2300-3 1273 (1300-3)	NA

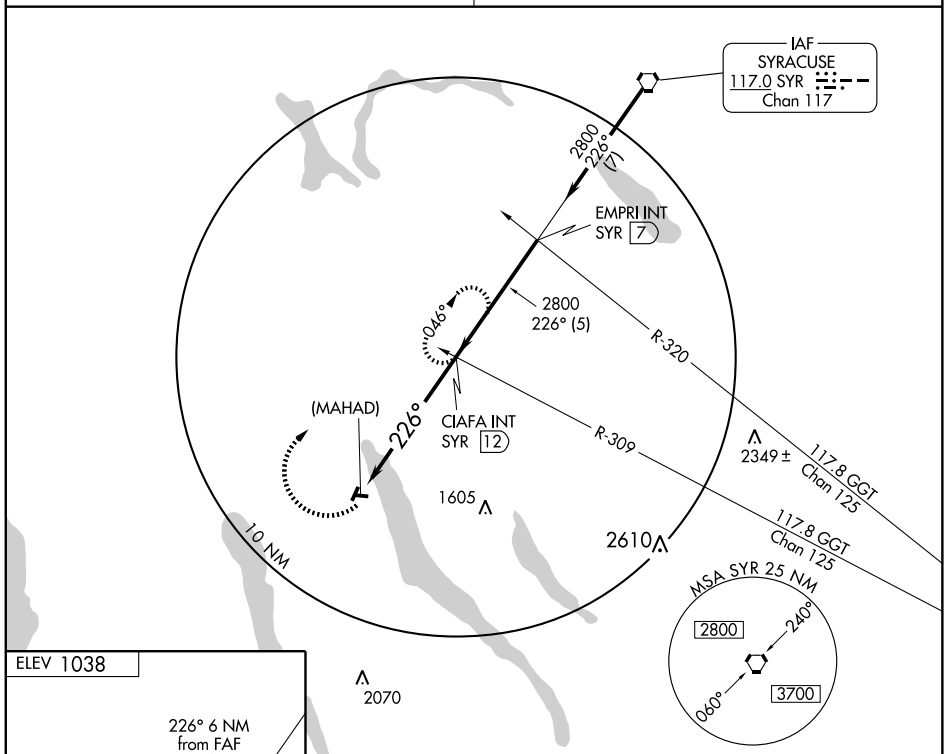
NE-2. 03 JUN 2010 to 01 JUL 2010

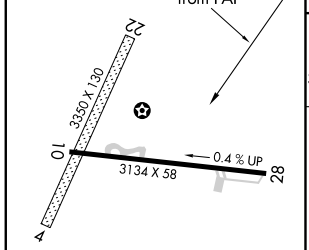
VORTAC SYR 117.0 Chan 117	APP CRS 226°	Rwy Idg N/A TDZE N/A Apt Elev 1038

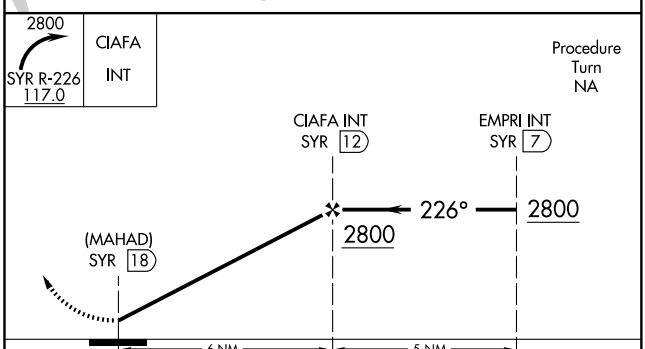
VOR or GPS-A

SKANEATELES AERO DROME (6B9)

▼ ▲ NA	Use Syracuse altimeter setting. Two 55′ poles 70′ either side centerline 900′ from AER 28.
MISSED APPROACH: Climbing right turn to 2800 via SYR R-226 to Ciafa Int 12 DME and hold.	
SYRACUSE APP CON **126.125 269.125**	UNICOM **122.8** (CTAF) L







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
CIRCLING	1660-1	622 (700-1)	1720-2 682 (700-2)	NA

NE-2, 03 JUN 2010 to 01 JUL 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

APP CRS	Rwy ldg	2704
008°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 1

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

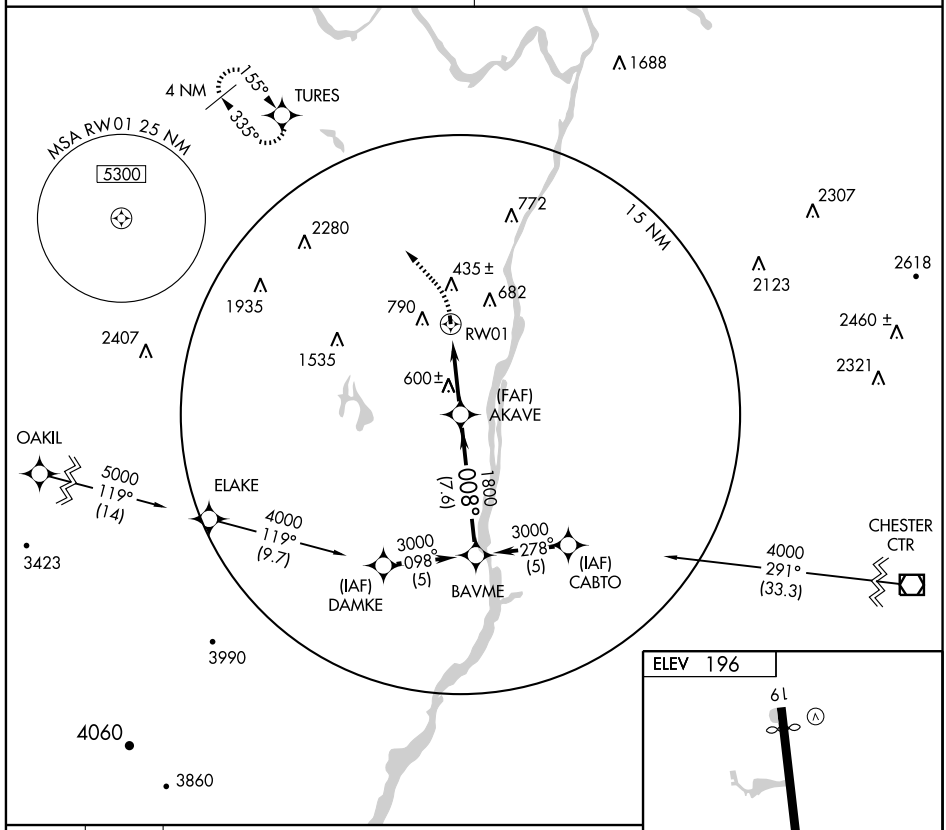
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

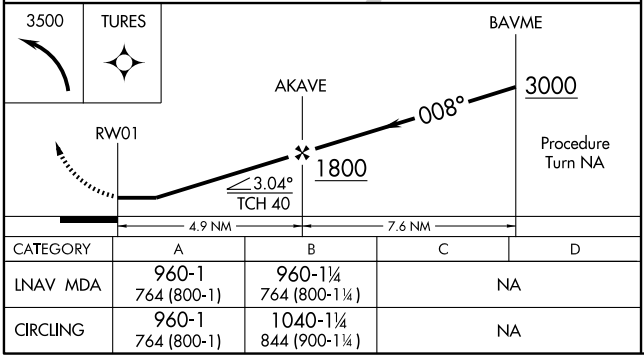
NA

MISSED APPROACH: Climbing left turn to 3500 direct TURES WP and hold.

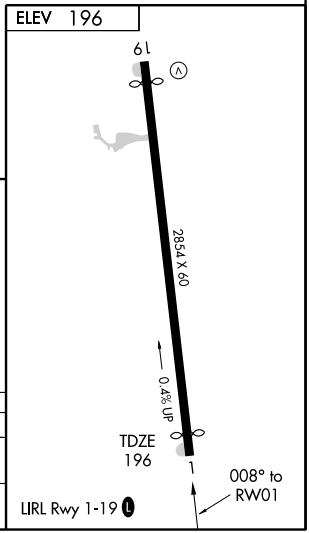
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 764 (800-1)	960-1¼ 764 (800-1¼)	NA	
CIRCLING	960-1 764 (800-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2. 03 JUN 2010 to 01 JUL 2010

SOUTH BETHLEHEM, NEW YORK AL-9737 (FAA)

APP CRS	Rwy Idg	2730
188°	TDZE	196
	Apt Elev	196

RNAV (GPS) RWY 19

SOUTH BETHLEHEM / SOUTH ALBANY (4BØ)

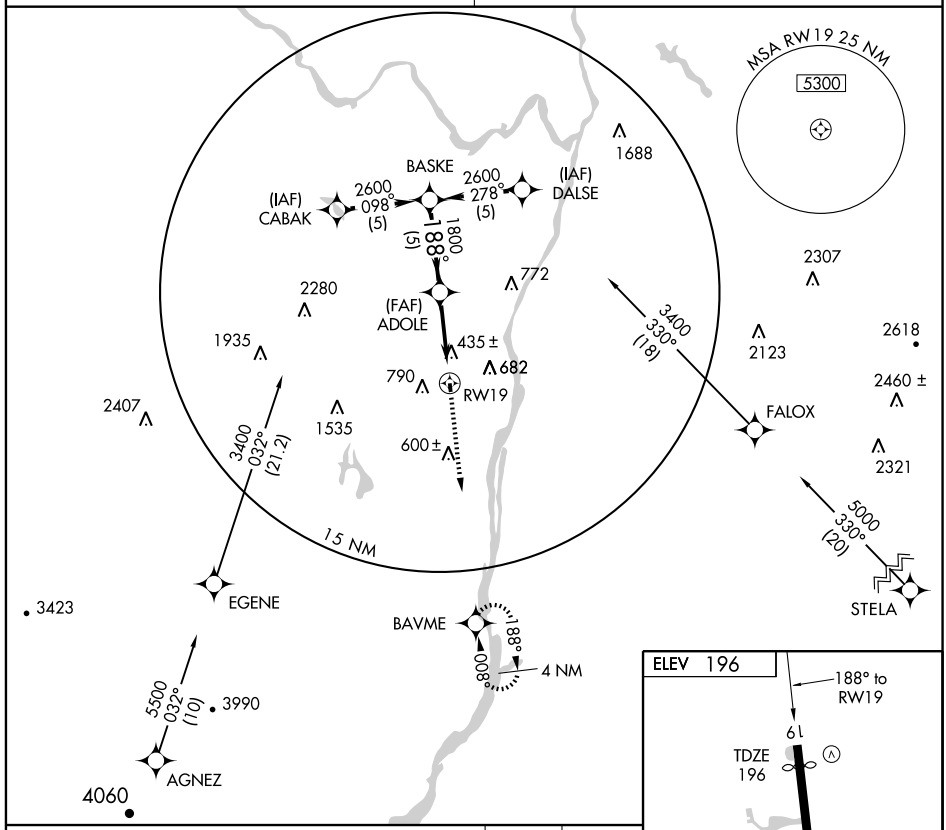
Use Albany Intl altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

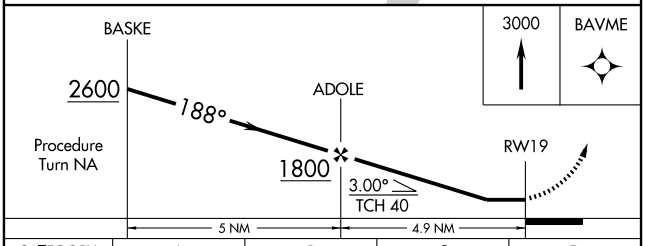
NA

MISSED APPROACH: Climb to 3000 direct BAVME WP and hold.

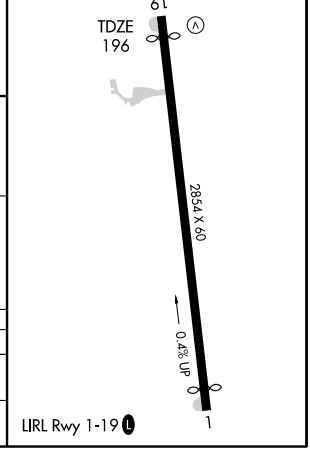
ALBANY APP CON
118.05 263.075

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	740-1 544 (600-1)		NA	
CIRCLING	840-1 644 (700-1)	1040-1¼ 844 (900-1¼)	NA	



NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
190°	Surface Elev	39
	Apt Elev	5

COPTER RNAV (GPS) 190°

SOUTHAMPTON HELIPORT (87N)

NA

Procedure NA at night. DME/DME RNP-0.3 NA.
Use Westhampton Beach altimeter setting, when not received, use New Haven altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2000 direct BEADS and hold.

WESTHAMPTON BEACH ASOS	NEW YORK APP CON	CTAF
119.925	125.975	122.9

Procedure NA for arrivals at CCC VOR/DME via V16 southwest bound.

4 NM
190°
010°
Limit final and missed approach maximum airspeed to 70 KIAS.
(IF/IAF) TIDUE
CALVERTON CCC
1700
096°
(14.9)
1700
190° (3)
1800
304°
(7.6)
HAMPTON HTO
(FAF) STAYS
265
824
Proceed visually from CRANN or conduct the specified missed approach.
(MAP) CRANN
190°
0.9 NM
420
SEE INSET
5 NM
056°
236°
BEADS
MSA CRANN 25 NM
1900
(MAP) CRANN
190°
0.9 NM
Southampton Heliport ELEV 5
H
44 x 44
1.2 NM
ELEV 5
190° 0.9 NM from MAP
Surface Elevation 39
H
44 X 44
2000
BEADS
4 NM Holding Pattern
TIDUE
STAYS
1700
010°
190°
190°
1700
CRANN
190°
0.9 NM
6.00°
HVR HT 5
3 NM
3 NM

CATEGORY	COPTER	B	C	D
H-190°	560-1 521 (600-1)	NA		

NE-2. 03 JUN 2010 to 01 JUL 2010

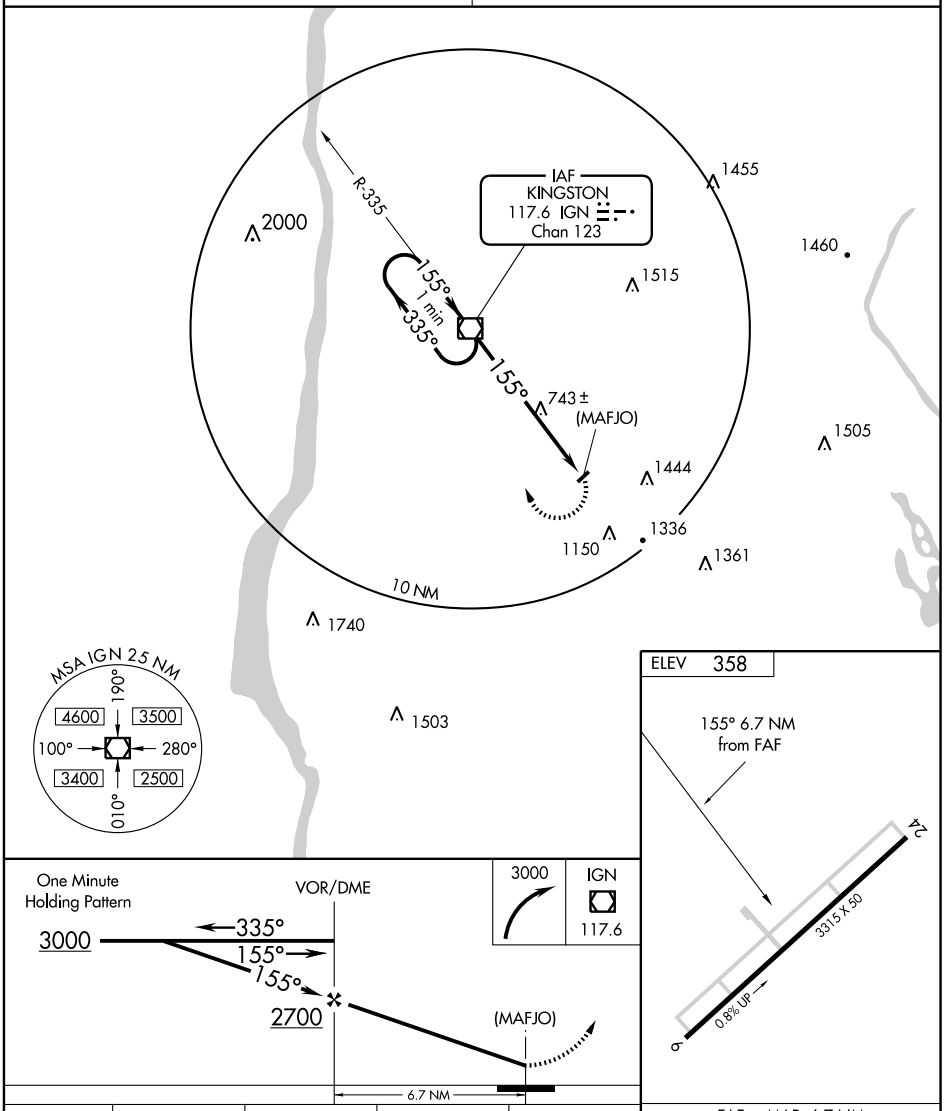
VOR/DME IGN	APP CRS	Rwy Idg	N/A
117.6	155°	TDZE	N/A
Chan 123		Apt Elev	358

VOR or GPS-A
STORMVILLE (N69)

Use Poughkeepsie altimeter setting.
Terrain rises rapidly East and Southeast of airport.
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 3000 direct IGN VOR/DME and hold.

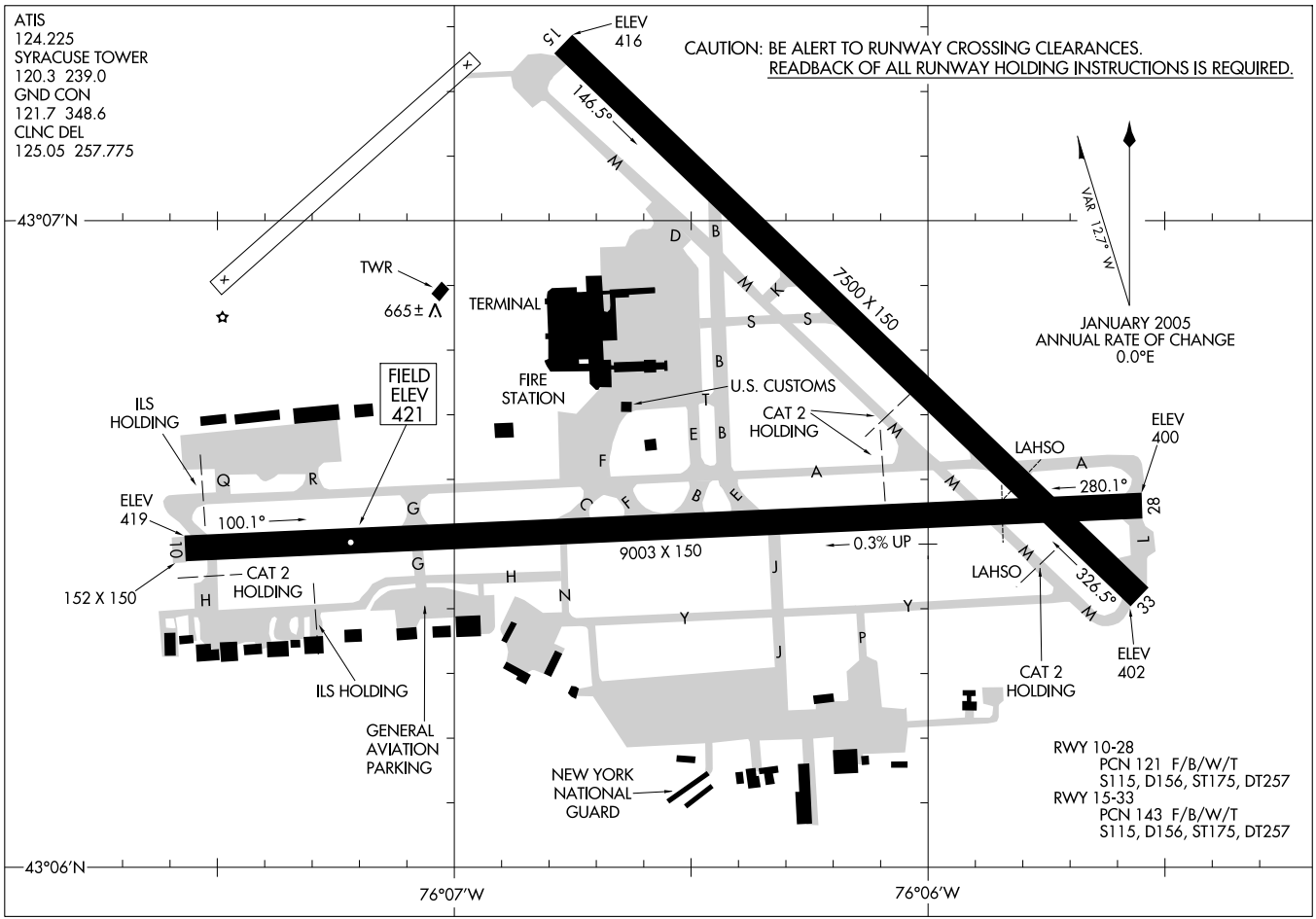
NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1860-3 1502 (1600-3)	NA		

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

NE-2. 03 JUN 2010 to 01 JUL 2010



10154

AIRPORT DIAGRAM

AL-411 (FAA)

SYRACUSE HANCOCK INTL (SYR)

SYRACUSE, NEW YORK

HI-VOR/DME or TACAN RWY 15

VORTAC SYR	APCH CRS	Rwy ldg	7500
117.0	131°	TDZE	417
Chan 117		Arpt Elev	421

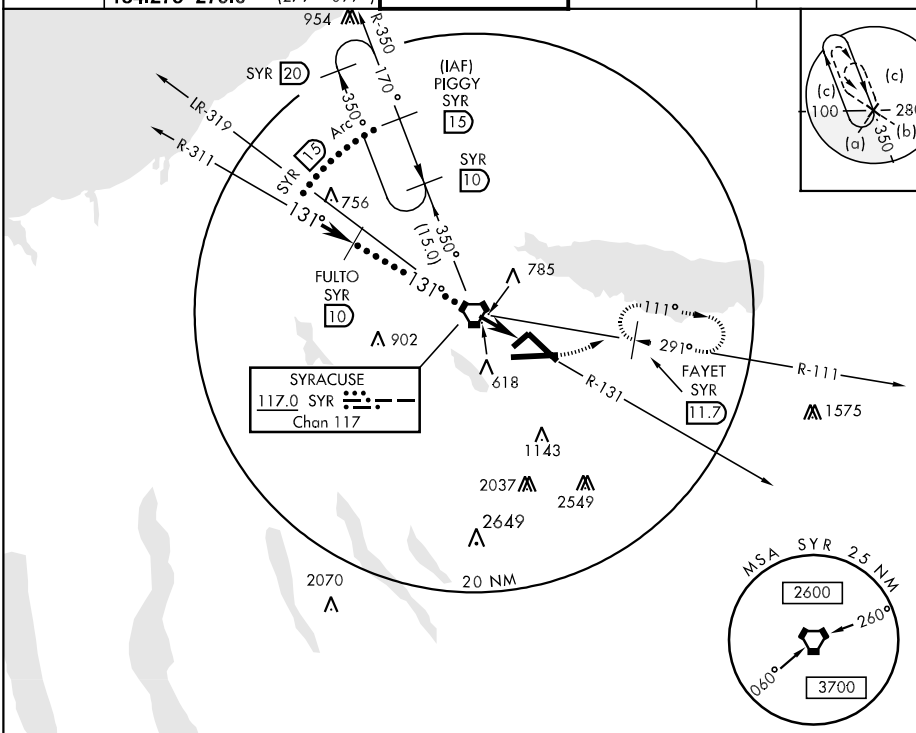
JAL-411 [USAF]

SYRACUSE HANCOCK INTL (KSYR)

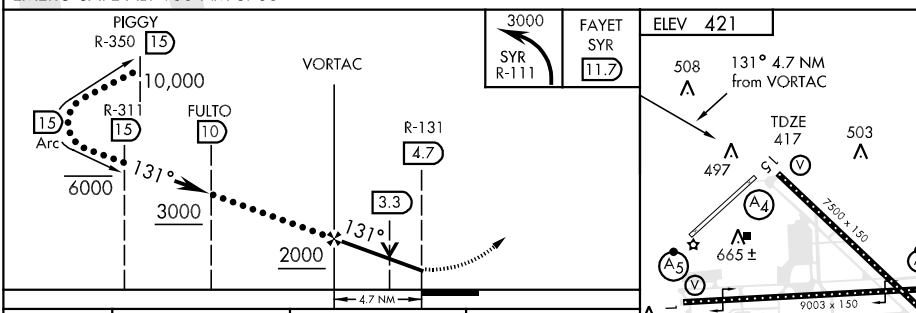
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET/11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	126.125 269.125 (100°- 278°) 134.275 279.6 (279°- 099°)	120.3 239.0	121.7 348.6	125.05 257.775



EMERG SAFE ALT 100 NM 6700



CATEGORY	C	D	E
S-15	920-1½ 503 (500-1½)		920-1¾ 503 (500-1¾)
CIRCLING	980-1½ 559 (600-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

HIRL Rwy 10-28 and 15-33
TDZ/CL Rwy 28

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MRZ	APP CRS	Rwy Idg	9003
109.9	100°	TDZE	421
Chan 36		Apt Elev	421

ILS or LOC RWY 10

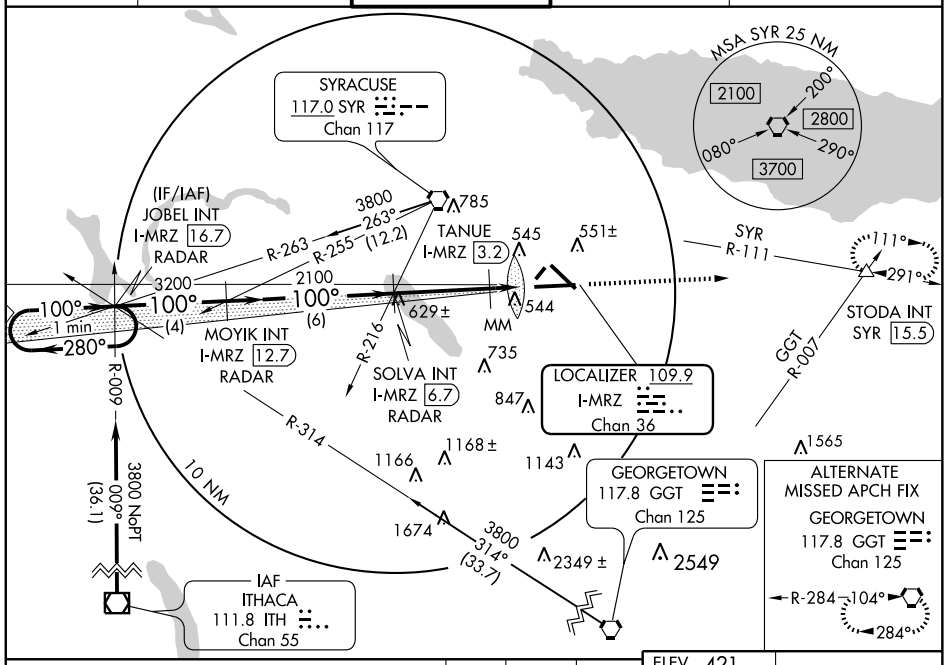
SYRACUSE HANCOCK INTL (SYR)

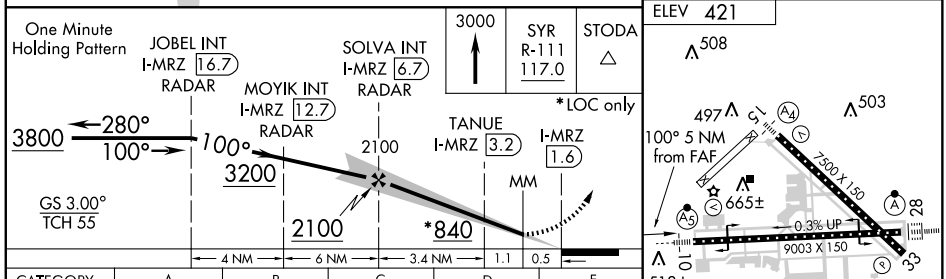
For inoperative MALSR, increase S-LOC 10 Cat E visibility to 1½ miles and TANUE fix minimums S-LOC Cat E visibility to RVR 6000. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 via SYR VORTAC R-111 to STODA Int/SYR 15.5 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





CATEGORY	A	B	C	D	E
S-ILS 10			**621/24 200 (200-½)		
S-LOC 10	840/24 419 (500-½)		840/40 419 (500-¾)		840/50 419 (500-1)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)
TANUE FIX MINIMUMS					
S-LOC 10	780/24 359 (400-½)			780/40 359 (400-¾)	
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

ILS RWY 28

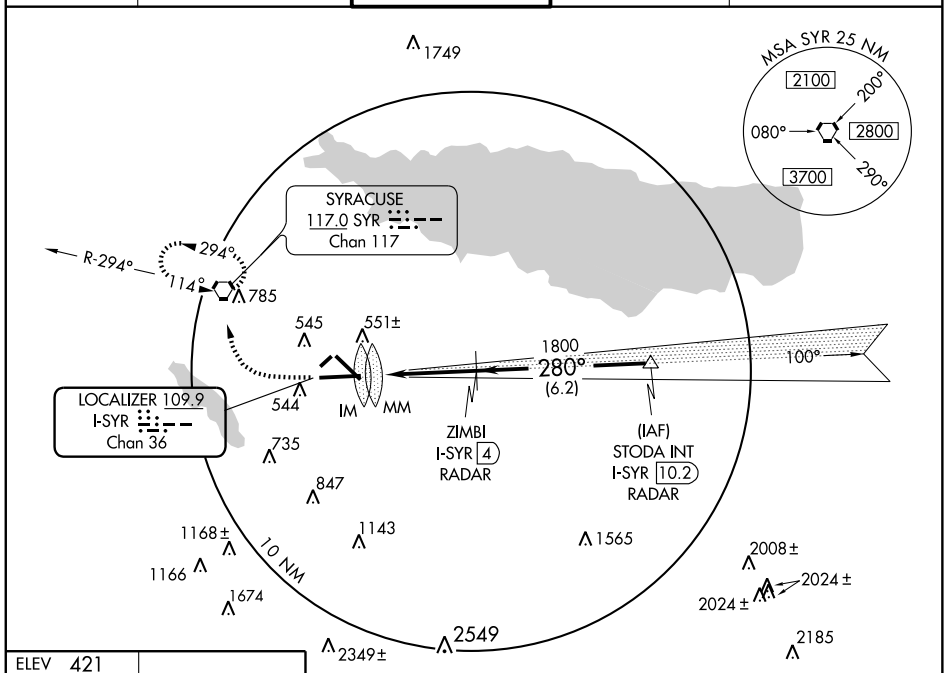
SYRACUSE HANCOCK INTL (SYR)

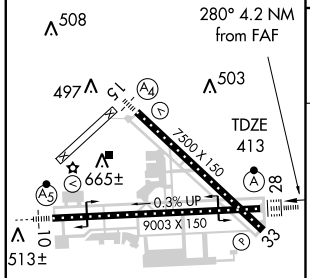
* RADAR or DME REQUIRED

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

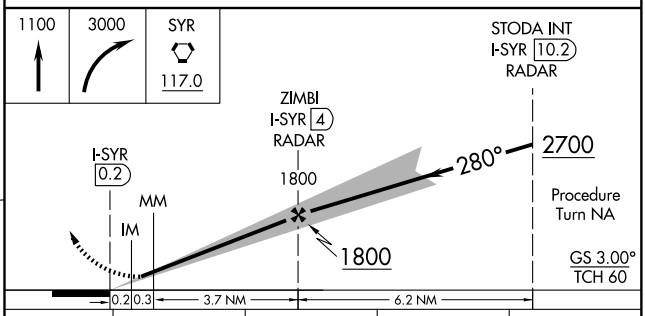
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 28	613/18 200 (200-½)			
S-LOC 28 *	800/24 387 (400-½)			800/40 387 (400-¾)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SYR	APP CRS	Rwy Idg	9003
109.9	280°	TDZE	413
Chan 36		Apt Elev	421

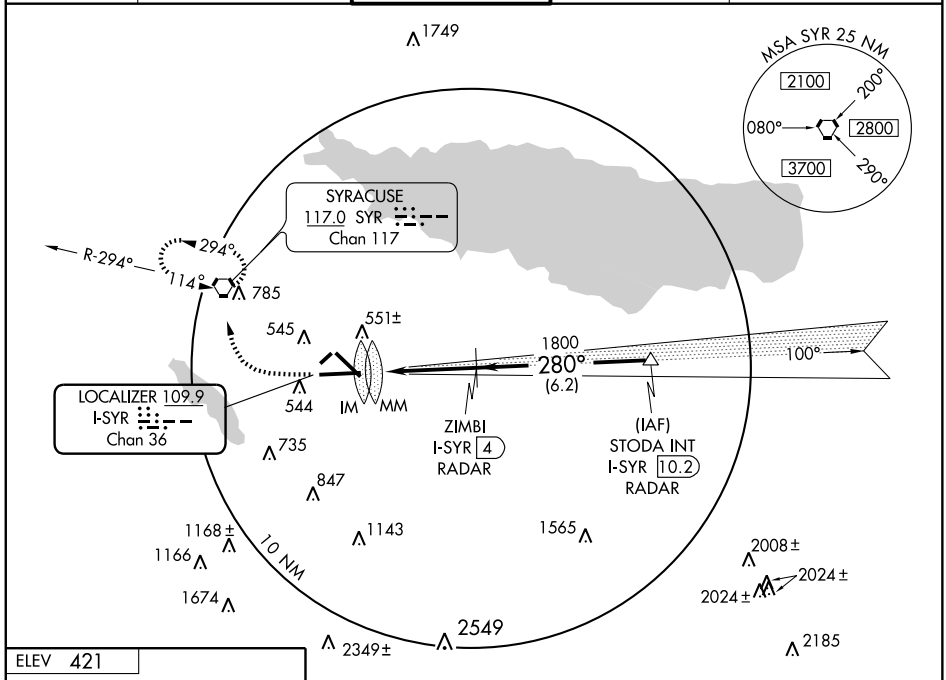
ILS RWY 28 (CAT II)

SYRACUSE HANCOCK INTL (SYR)

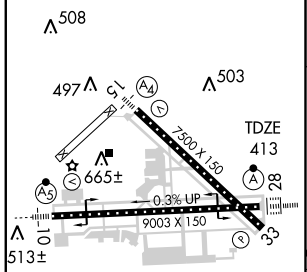
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct SYR VORTAC and hold.

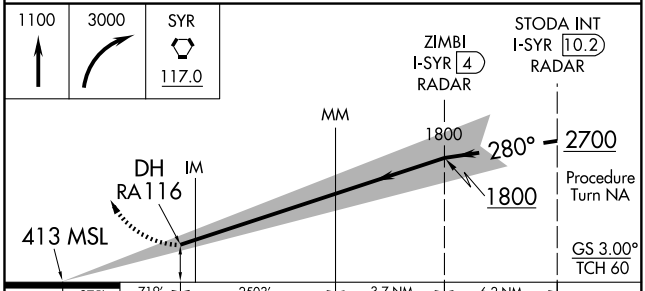
ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775



ELEV 421



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
S-ILS 28	RA 116/12 100 DA 513			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9003
CH 40017	100°	TDZE	421
W10A		Apt Elev	421

RNAV (GPS) RWY 10

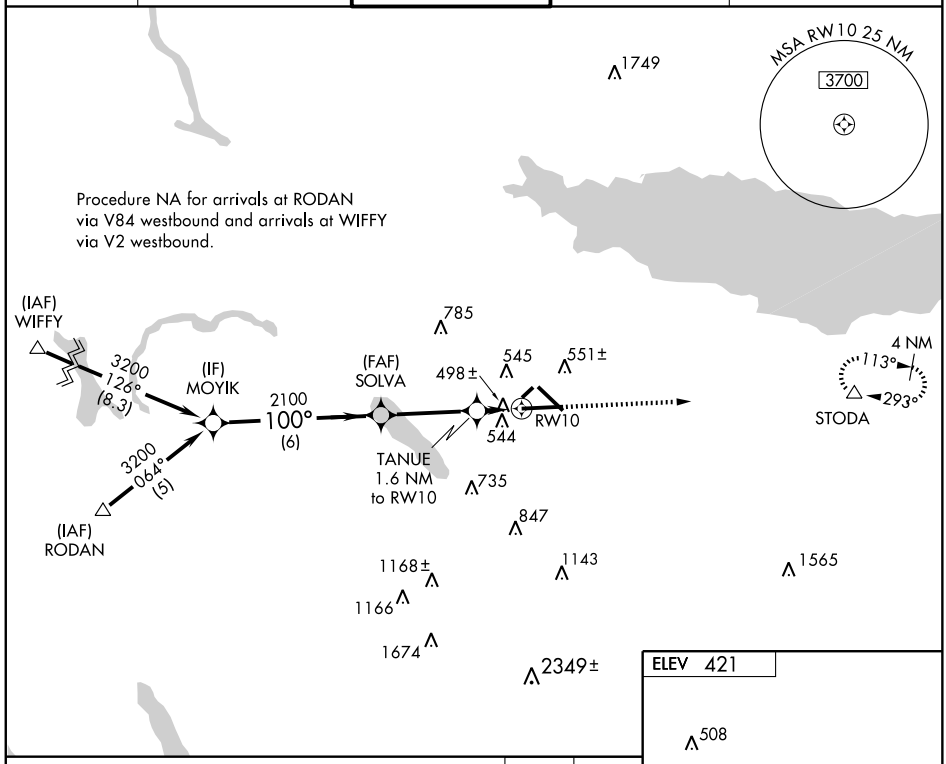
SYRACUSE HANCOCK INTL (SYR)

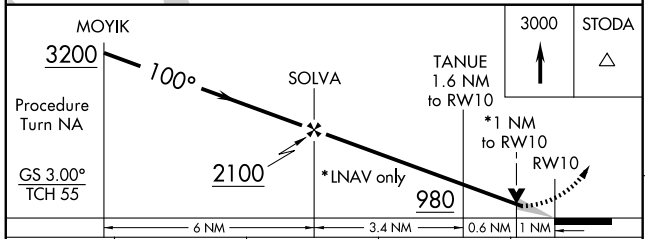
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

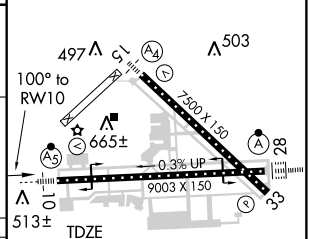
MISSED APPROACH: Climb to 3000 direct STODA and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





CATEGORY	A	B	C	D
LPV DA	722/24 301 (400-½)			
LNAV/VNAV DA	823/50 402 (500-1)			
LNAV MDA	800/24 379 (400-½)			800/50 379 (400-1)
CIRCLING	880-1½ 459 (500-1½)		900-1½ 479 (500-1½)	980-2 559 (600-2)



TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 50117 W15A	APP CRS 147°	Rwy Idg 7500 TDZE 417 Apt Elev 421

RNAV (GPS) RWY 15

SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

MALS

MISSED APPROACH: Climb to 3000 direct XANTY and left turn via 039° track to FAYET and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775

Procedure NA for arrivals at PAGER via V29-423 northbound.

(IAF) PAGER

3000 225° (12)

MSA RW15 25 NM 3700

1749

(IF) ELESE

Procedure NA for arrivals at WIFFY via V2 westbound.

(IAF) WIFFY

3000 073° (12.4)

2300 147° (6)

HUGIV 1.9 NM to RW15

(FAF) NADSY

147°

598 785 508± 551± 545

RW15

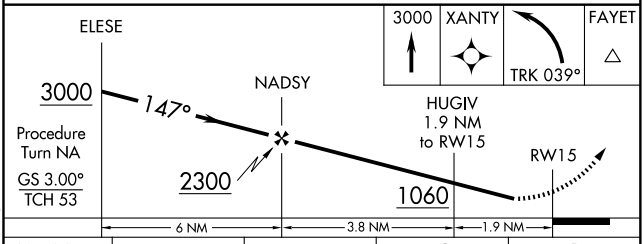
4 NM 113° 293°

FAYET

039° (5.8)

544 735 847 1168 ± 1143 XANTY 1565

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	735-1 318 (400-1)			
LNAV/VNAV DA	825-1½ 408 (500-1½)			
LNAV MDA	900-¾ 483 (500-¾)		900-1¼ 483 (500-1¼)	900-1½ 483 (500-1½)
CIRCLING	900-1½ 479 (500-1½)			980-2 559 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 45517 W28A	APP CRS 281°	Rwy Idg 9003 TDZE 413 Apt Elev 421

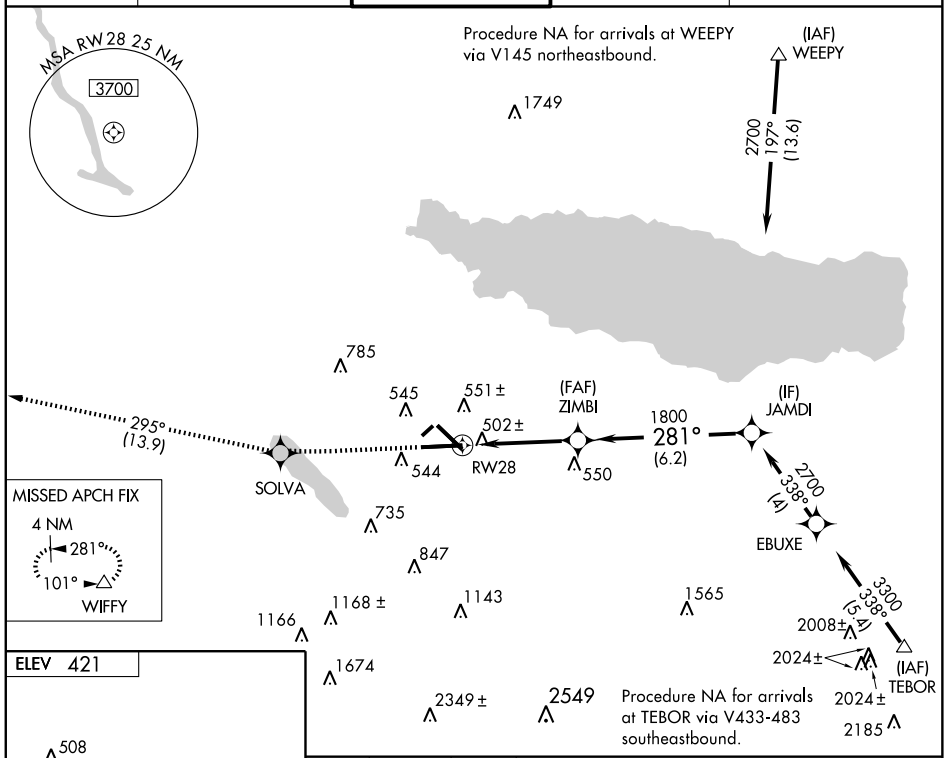
RNAV (GPS) RWY 28
SYRACUSE HANCOCK INTL (SYR)

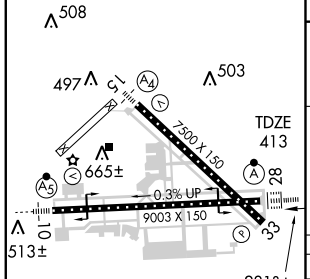
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV visibility all Cats to RVR 6000.

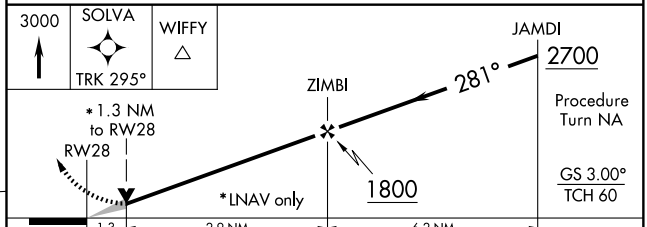
ALSF-2

MISSED APPROACH: Climb to 3000 direct SOLVA and via 295° track to WIFFY and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
LPV DA	740/40 327 (400-¾)			
LNAV/ VNAV DA	775/40 362 (400-¾)			
LNAV MDA	860/24 447 (500-½)		860/40 447 (500-¾)	860/50 447 (500-1)
CIRCLING	880-1¼ 459 (500-1¼)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

NE-2. 03 JUN 2010 to 01 JUL 2010

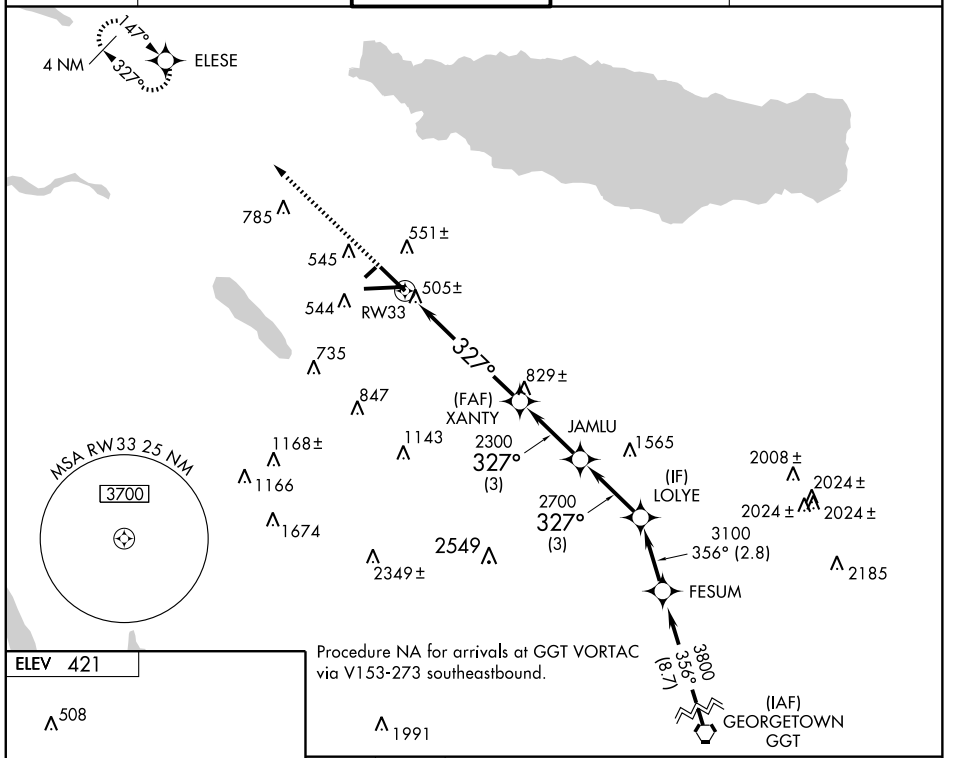
WAAS	APP CRS	Rwy Idg	7500
CH 81823	327°	TDZE	409
W33A		Apt Elev	421

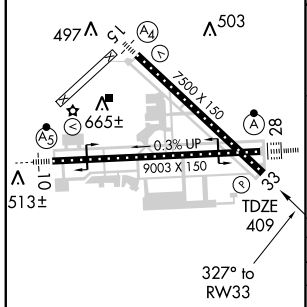
RNAV (GPS) RWY 33
SYRACUSE HANCOCK INTL (SYR)

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

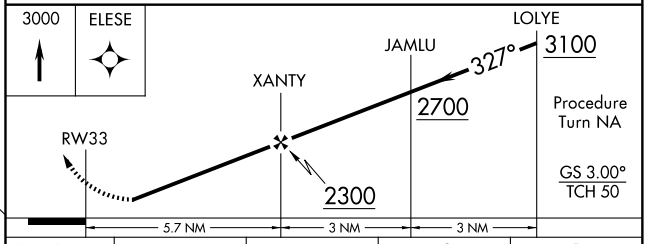
MISSED APPROACH: Climb to 3000 direct ELESE and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775





TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33



CATEGORY	A	B	C	D
LPV DA	734/60 325 (400-1¼)			
LNAV/ VNAV DA	874-1¾ 465 (500-1¾)			
LNAV MDA	880/50 471 (500-1)		880/60 471 (500-1¼)	880-1½ 471 (500-1½)
CIRCLING	880-1¾ 459 (500-1¾)		900-1¾ 479 (500-1¾)	980-2 559 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC SYR	APP CRS	Rwy Idg	7500
117.0	314°	TDZE	409
Chan 117		Apt Elev	421

VOR or TACAN RWY 33

SYRACUSE HANCOCK INTL (SYR)

MISSED APPROACH: Climb to 3000 direct SYR VORTAC and hold. (TACAN aircraft continue via SYR R-294 to WACOR/7 DME and hold NW, LT, 114° inbound.)

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775

WACOR SYR 7

R-294 294° 114°

SYRACUSE 117.0 SYR Chan 117

2700 134° (10.9)

785 545 551± 544

DME or RADAR REQUIRED

TACAN MISSED APCH

294° 114° 117.0 SYR R-294 Chan 117

WACOR SYR 7

735 (IAF) CAHSO SYR 10.9 RADAR 829± 847

134° 1 min 314°

1166 1168± 1143 1565

2400 314° (10.1)

2008± 2024± 2024± 2024± 2185

R-134 SYR 21

1674 2349± 2549

MSA SYR 25 NM 2800 080° 260° 3700

10 NM

2610

2061 1991 2020 1919±

IAF GEORGETOWN 117.8 GGT Chan 125

3700 NoPT 016° (10.8)

ELEV 421

508 497 503 513± 665±

7500 X 150 TDZE 409

0.3% UP 9003 X 150

10 28 33

314° 5 NM from FAF

TDZ/CL Rwy 28

HIRL Rwys 10-28 and 15-33

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

3000 SYR 117.0

CAHSO SYR 10.9 RADAR

One Minute Holding Pattern

134° 314° 2700

SYR 5.9 314° 3.65° TCH 50 2400

VGSI and descent angles not coincident.

5 NM

CATEGORY	A	B	C	D	E
S-33	880/50	471 (500-1)	880/60 471 (500-1¼)	880-1½ 471 (500-1½)	880-1¾ 471 (500-1¾)
CIRCLING	880-1	459 (500-1)	900-1½ 479 (500-1½)	980-2 559 (600-2)	1200-2¾ 779 (800-2¾)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC SYR	APP CRS	Rwy Idg	7500
117.0	131°	TDZE	417
Chan 117		Apt Elev	421

VOR RWY 15

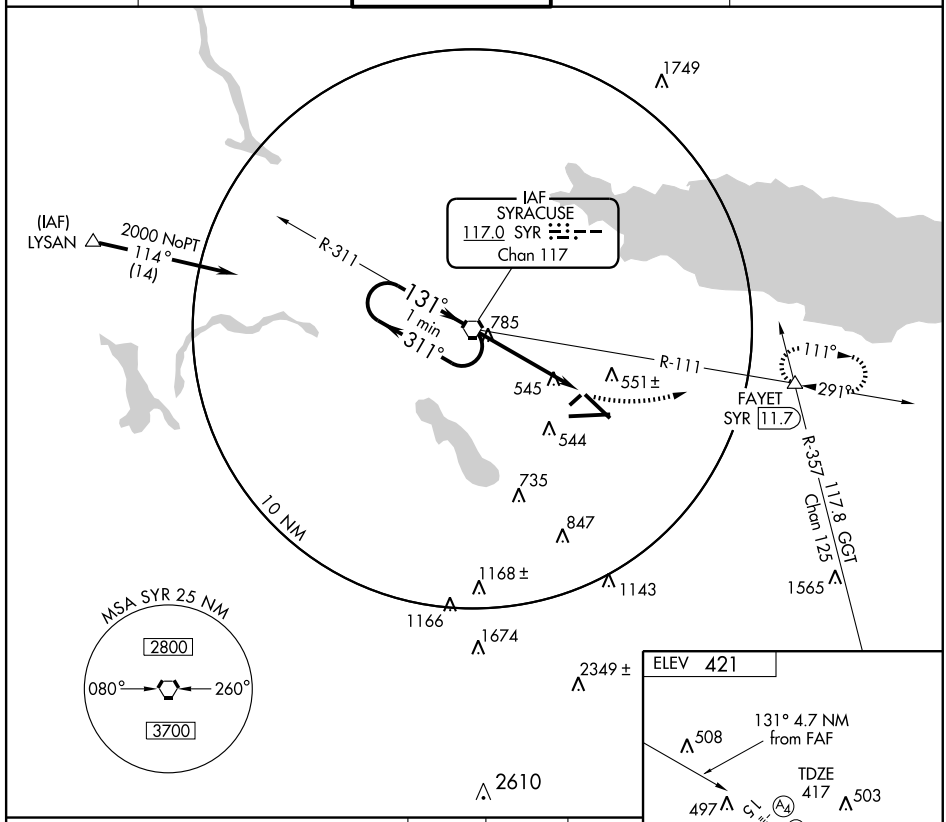
SYRACUSE HANCOCK INTL (SYR)

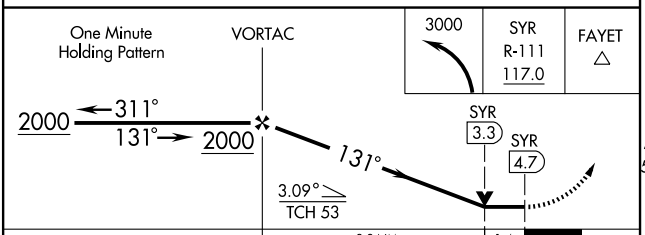
Inoperative table does not apply to S-15 CAT C and D.

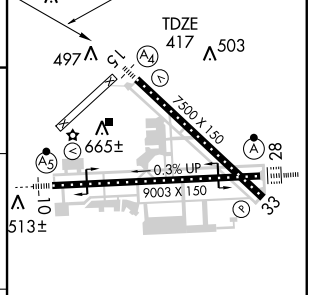
MALS

MISSED APPROACH: Climbing left turn to 3000 via SYR R-111 to FAYET Int/SYR 11.7 DME and hold.

ATIS	SYRACUSE APP CON	SYRACUSE TOWER	GND CON	CLNC DEL
124.225	134.275 279.6	120.3 239.0	121.7 348.6	125.05 257.775







CATEGORY	A	B	C	D
S-15	880-¾ 463 (500-¾)		880-1¼ 463 (500-1¼)	880-1½ 463 (500-1½)
CIRCLING	880-1 459 (500-1)		900-1½ 479 (500-1½)	980-2 559 (600-2)

TDZ/CL Rwy 28
HIRL Rwys 10-28 and 15-33

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4041
017°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 2

TICONDEROGA MUNI (4B6)

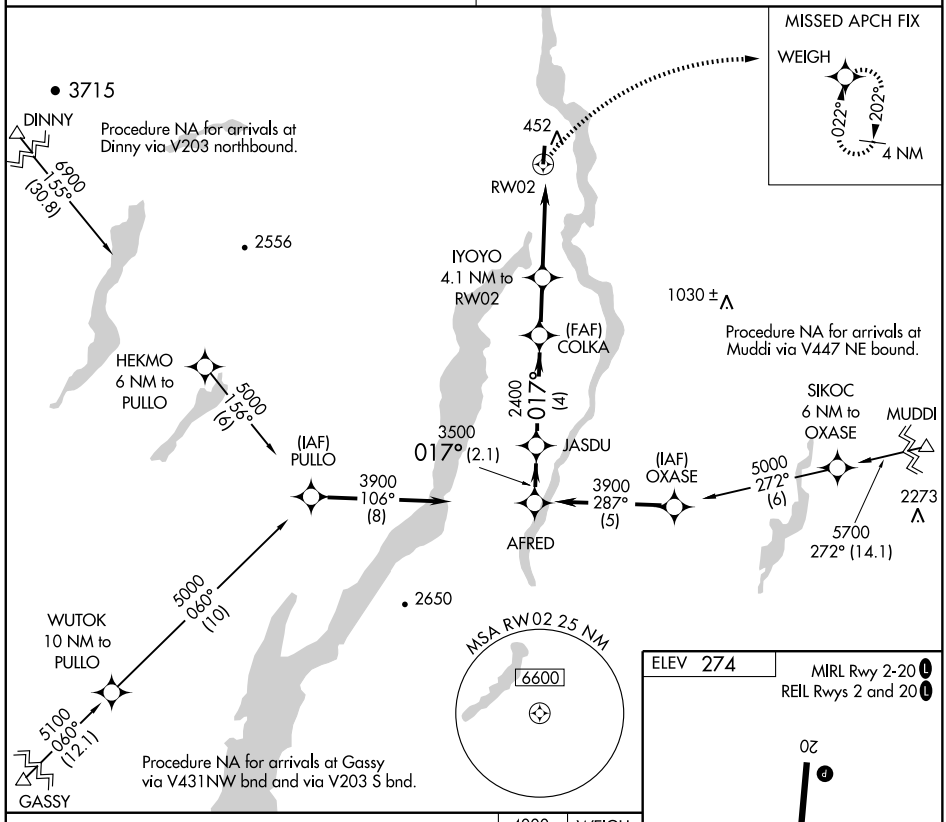
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

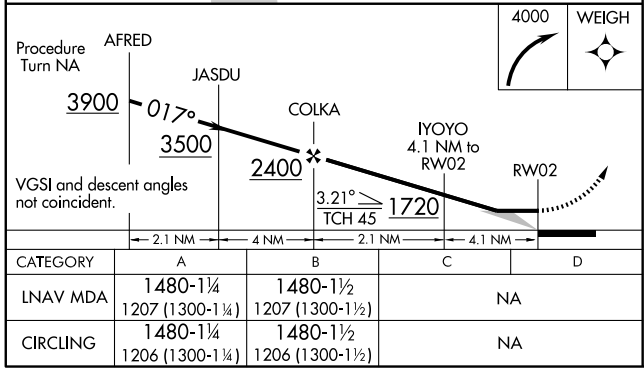
NA

MISSED APPROACH: Climbing right turn to 4000 direct WEIGH WP and hold.

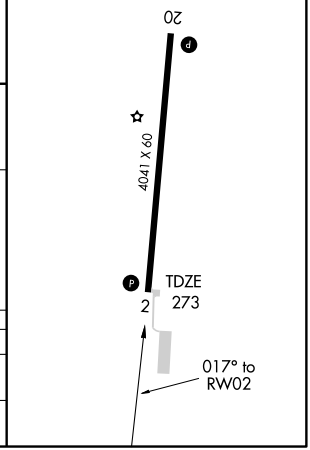
BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1¼ 1207 (1300-1¼)	1480-1½ 1207 (1300-1½)	NA	
CIRCLING	1480-1¼ 1206 (1300-1¼)	1480-1½ 1206 (1300-1½)	NA	



NE-2. 03 JUN 2010 to 01 JUL 2010

TICONDEROGA, NEW YORK

AL-9282 (FAA)

APP CRS	Rwy Idg	4041
197°	TDZE	273
	Apt Elev	274

RNAV (GPS) RWY 20

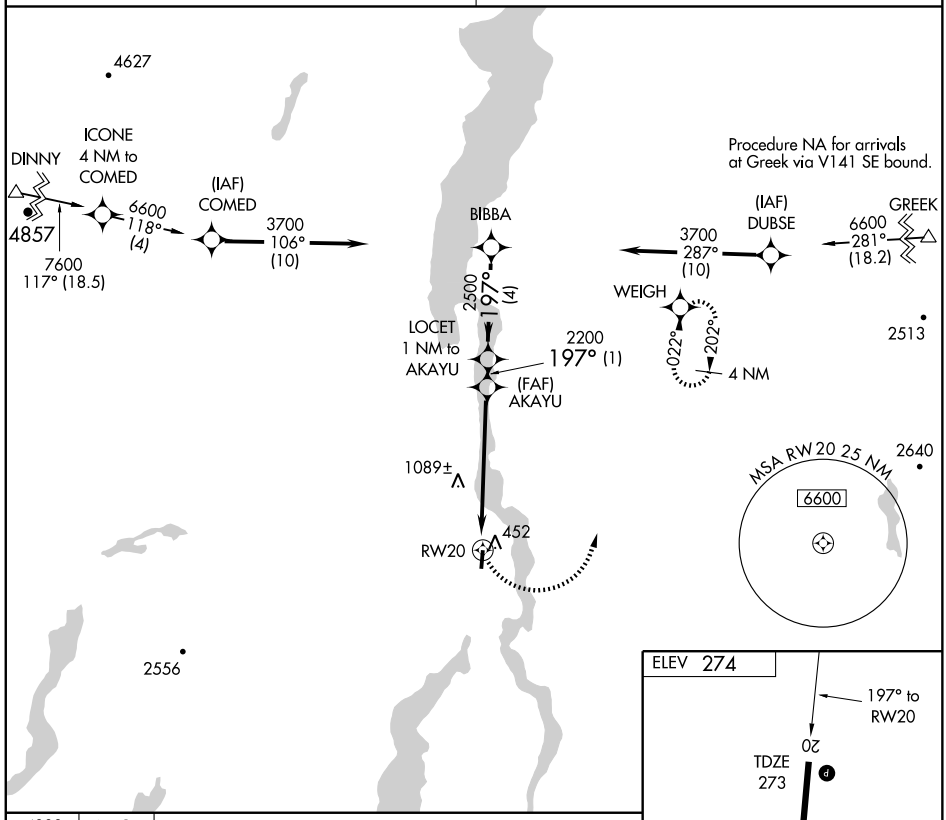
TICONDEROGA MUNI (4B6)

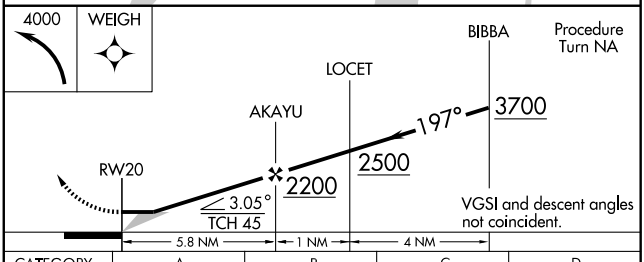
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Burlington altimeter setting

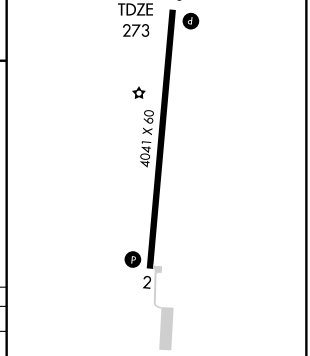
MISSED APPROACH: Climbing left turn to 4000 direct WEIGH WP and hold.

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1¼ (1087 (1100-1¼))	1360-1½ (1087 (1100-1½))	NA	
CIRCLING	1360-1¼ (1086 (1100-1¼))	1360-1½ (1086 (1100-1½))	NA	

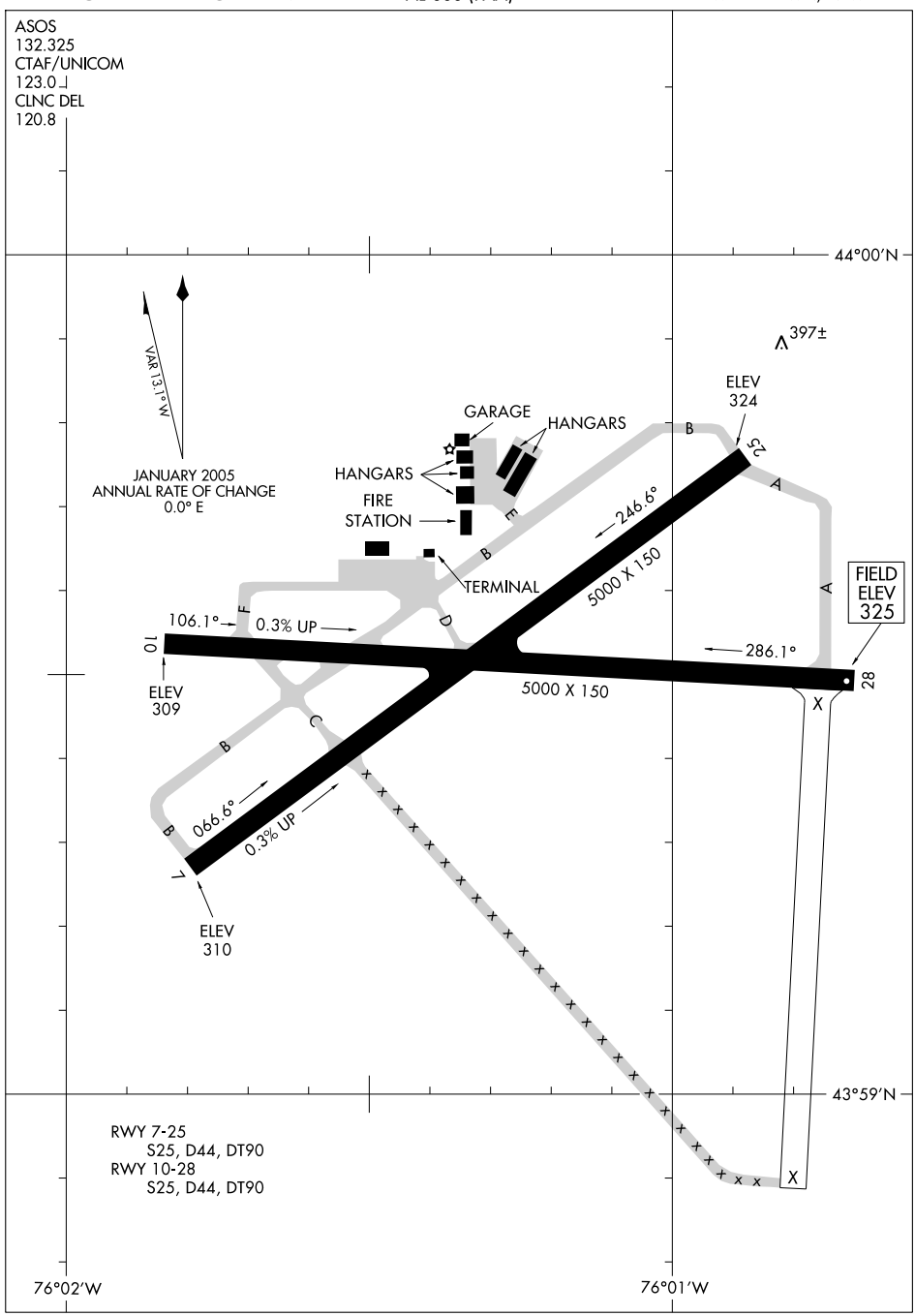
MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NE-2. 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-666 (FAA)

WATERTOWN INTL (ART)
WATERTOWN, NEW YORK



NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-ART	APP CRS	Rwy Idg	5000
111.1	065°	TDZE	319
		Apt Elev	325

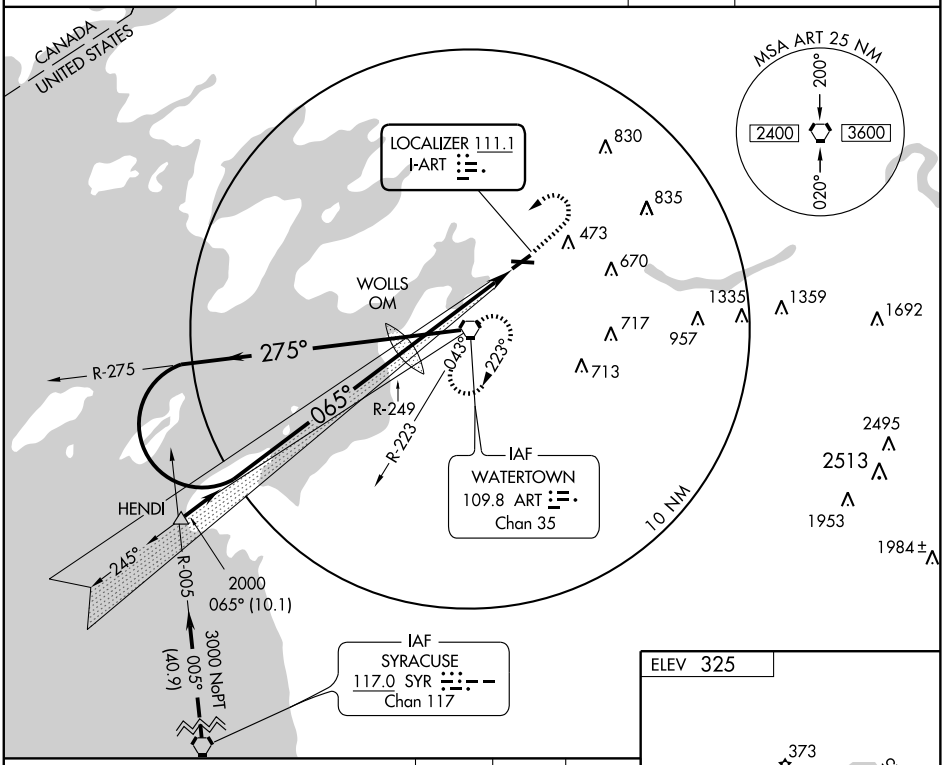
ILS or LOC RWY 7
WATERTOWN INTL (ART)

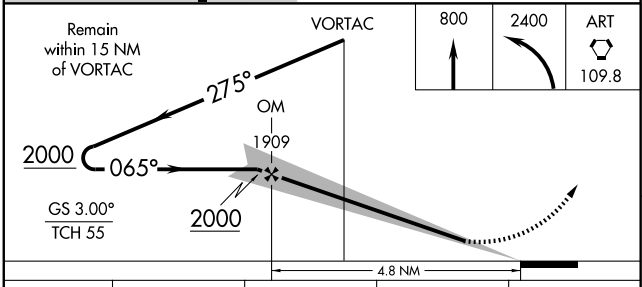
Circling NA at night to Rwy 10.

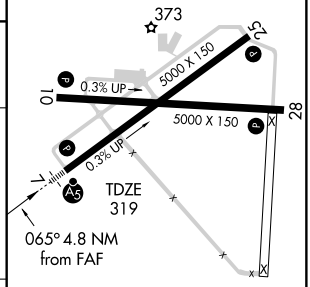
MALSR

MISSED APPROACH: Climb to 800, then climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	CLNC DEL	UNICOM
132.325	128.25 257.6	120.8	123.0 (CTAF) L







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-ILS 7	519-½ 200 (200-½)			
S-LOC 7	760-½ 411 (500-½)		760-¾ 411 (500-¾)	760-1 441 (500-1)
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82510 W07A	APP CRS 065°	Rwy Idg 5000 TDZE 319 Apt Elev 325

RNAV (GPS) RWY 7

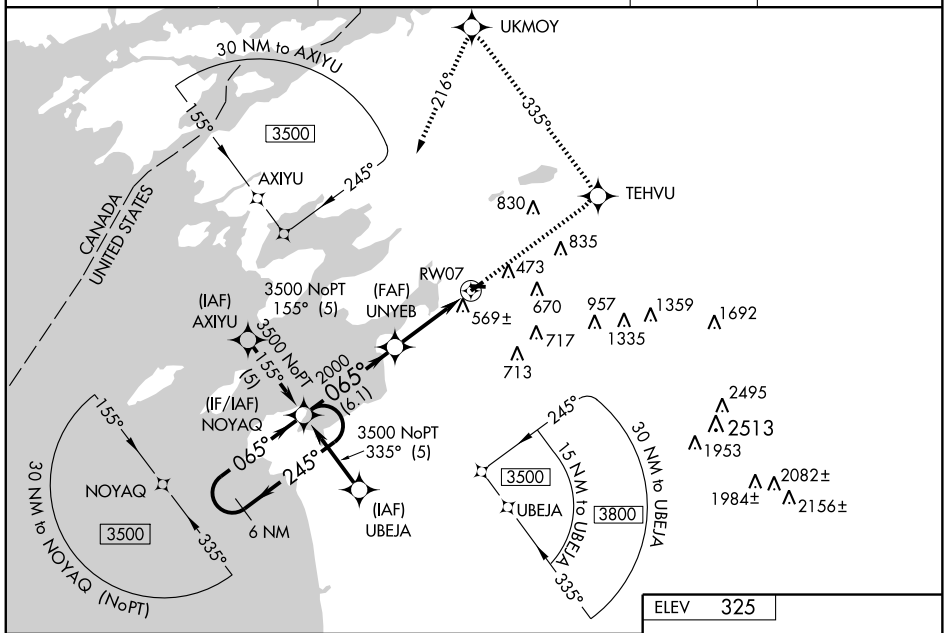
WATERTOWN INTL (ART)

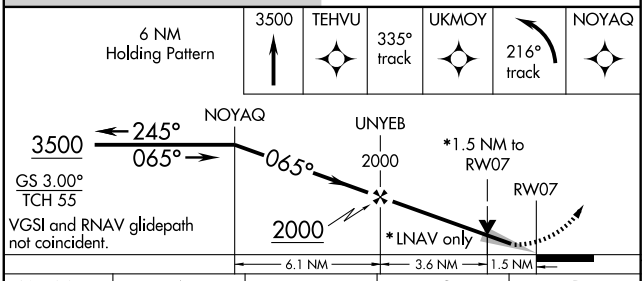
Circling to Rwy 10 NA at night. When local altimeter setting not received, use Syracuse altimeter setting and increase LPV DA to 706 feet; LNAV/VNAV DA to 1039 feet; and all MDA 140 feet; increase LPV visibility ¼ mile all Cats; LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C ¼ mile, and Cat D ½ mile; increase Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Syracuse altimeter setting. Baro-VNAV NA when using Syracuse altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, when using Syracuse altimeter setting, increase LPV visibility to 1¼ mile all Cats.

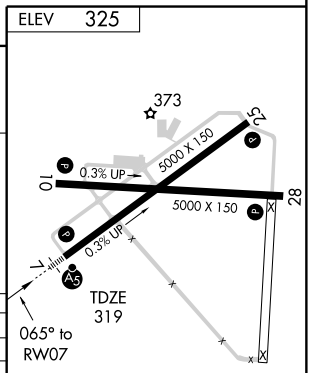
MALSR

MISSED APPROACH: Climb to 3500 direct TEHVU via 335° track to UKMOY and left turn via 216° track to NOYAQ and hold.

ASOS	WHEELER-SACK APP CON	CLNC DEL	UNICOM
132.325	128.25 257.6	120.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		570-½ 251 (300-½)		
LNAV/VNAV DA		903-1½ 584 (600-1½)		
LNAV MDA	820-½ 501 (500-½)		820-1 501 (500-1)	
CIRCLING	960-1 635 (700-1)		960-1¾ 635 (700-1¾)	1000-2¼ 675 (700-2¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC ART	APP CRS	Rwy Idg	5000
109.8	043°	TDZE	319
Chan 35		Apt Elev	325

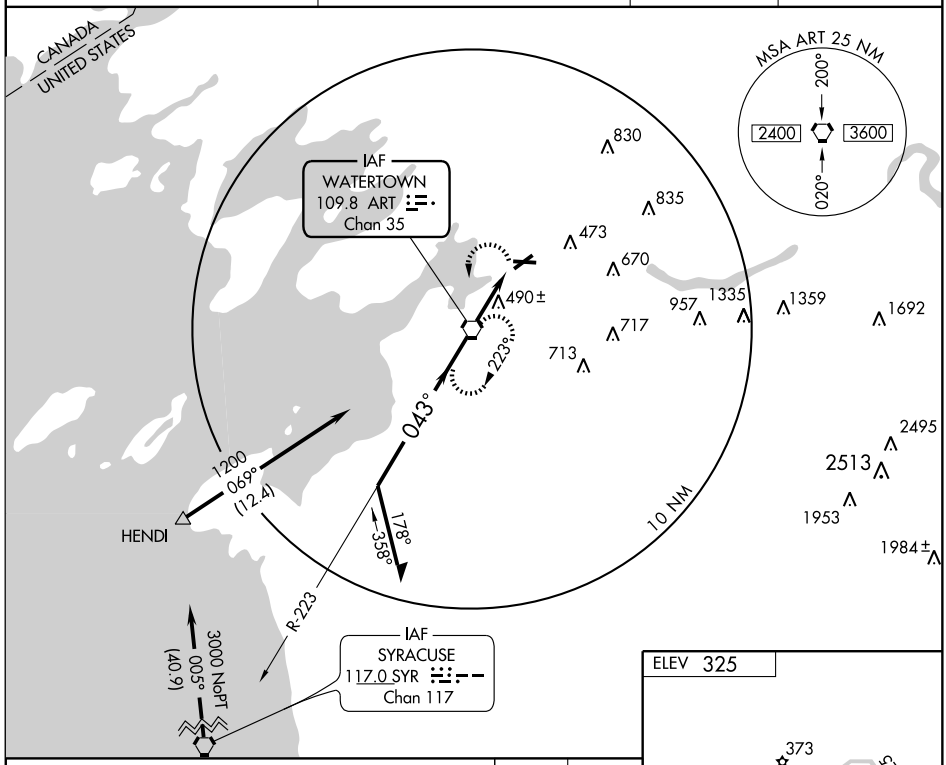
VOR RWY 7
WATERTOWN INTL (ART)

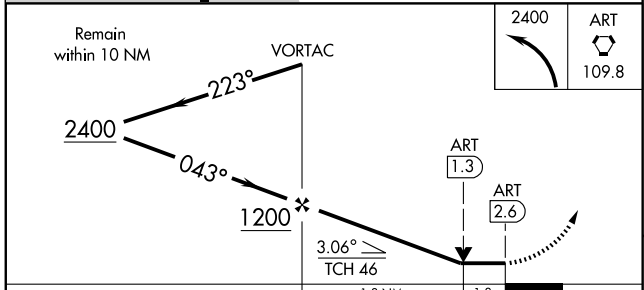
Circling NA at night to Rwy 10.
Inoperative table does not apply.

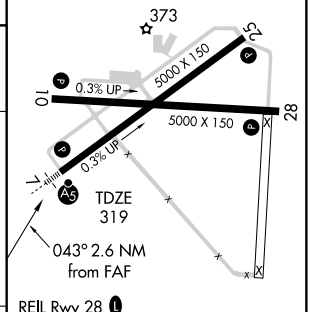
MALSR

MISSED APPROACH: Climbing left turn to 2400 direct ART VORTAC and hold.

ASOS	WHEELER-SACK APP CON	CLNC DEL	UNICOM
132.325	128.25 257.6	120.8	123.0 (CTAF)







REIL Rwy 28 L
HIRL Rwy 7-25 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
S-7	840-1 521 (600-1)		840-1½ 521 (600-1½)	NA
CIRCLING	940-1 615 (700-1)	960-1 635 (700-1)	960-1¾ 635 (700-1¾)	NA

FAF to MAP 2.6 NM

Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3200
099°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 10

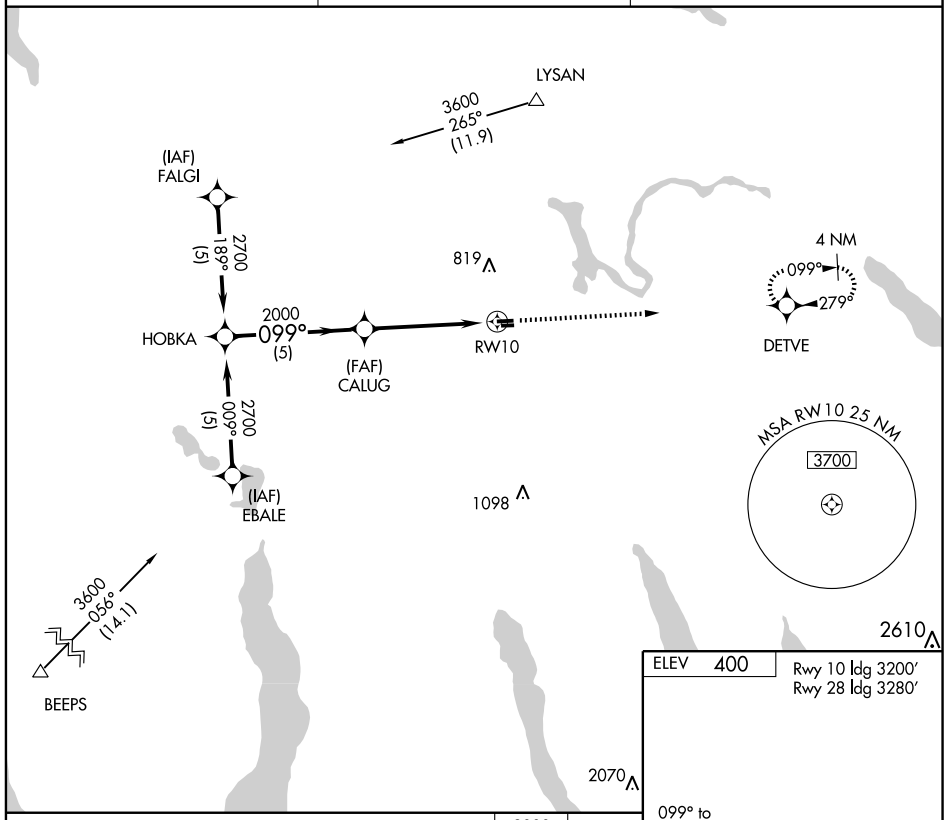
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

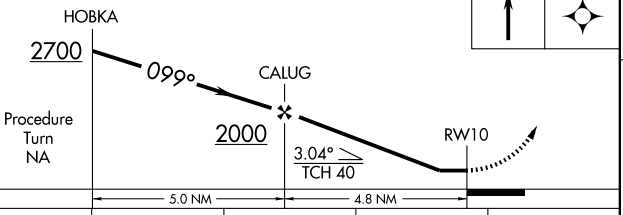
MISSED APPROACH: Climb to 3000 direct DETVE WP and hold.

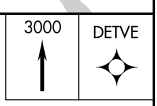
SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L

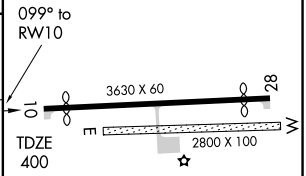


ELEV 400

Rwy 10 ldg 3200′
Rwy 28 ldg 3280′







CATEGORY	A	B	C	D
LNAV MDA	1020-1	620 (700-1)	NA	
CIRCLING	1020-1 620 (700-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3280
279°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 28

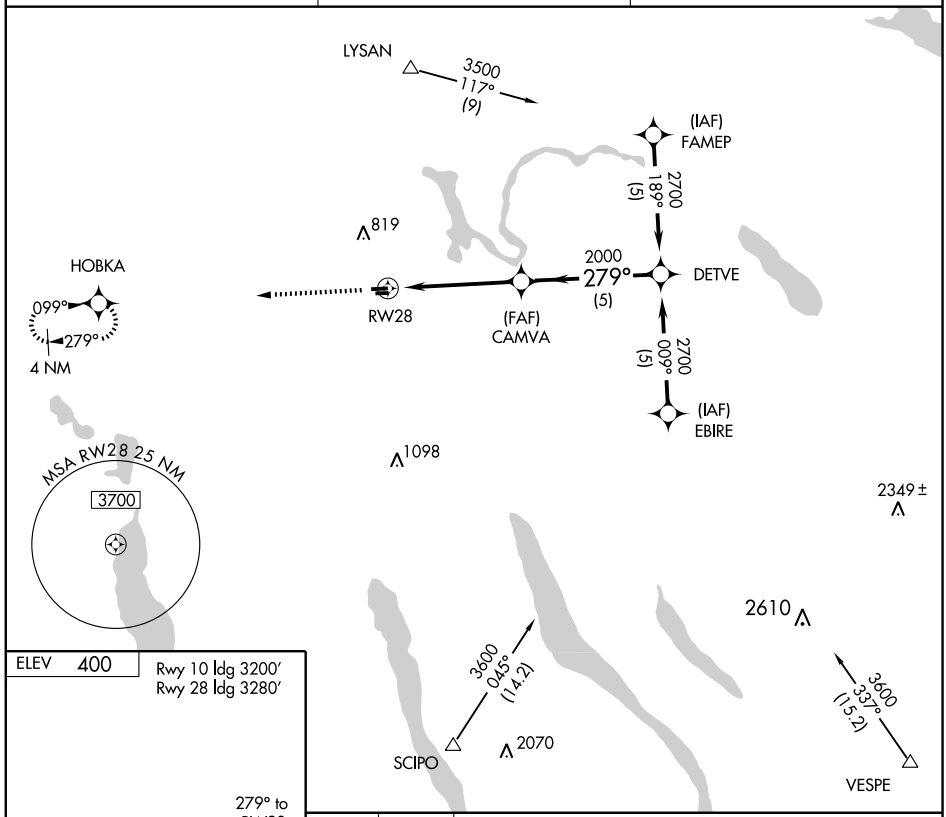
WEEDSPORT/ WHITFORDS (B16)

Use Syracuse altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

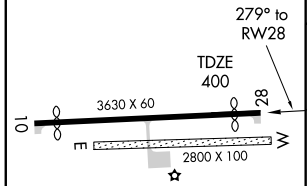
MISSED APPROACH: Climb to 3000 direct HOBKA WP and hold.

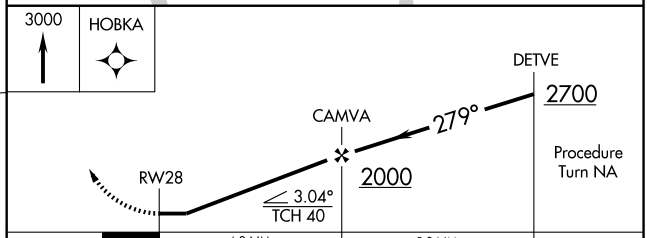
SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L



ELEV 400

Rwy 10 Idg 3200′
Rwy 28 Idg 3280′





CATEGORY	A	B	C	D
LNAV MDA	1000-1 600 (600-1)		NA	
CIRCLING	1000-1 600 (600-1)	1060-1 660 (700-1)	NA	

MIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

VORTAC SYR 117.0 Chan 117	APP CRS 263°	Rwy Idg N/A TDZE N/A Apt Elev 400

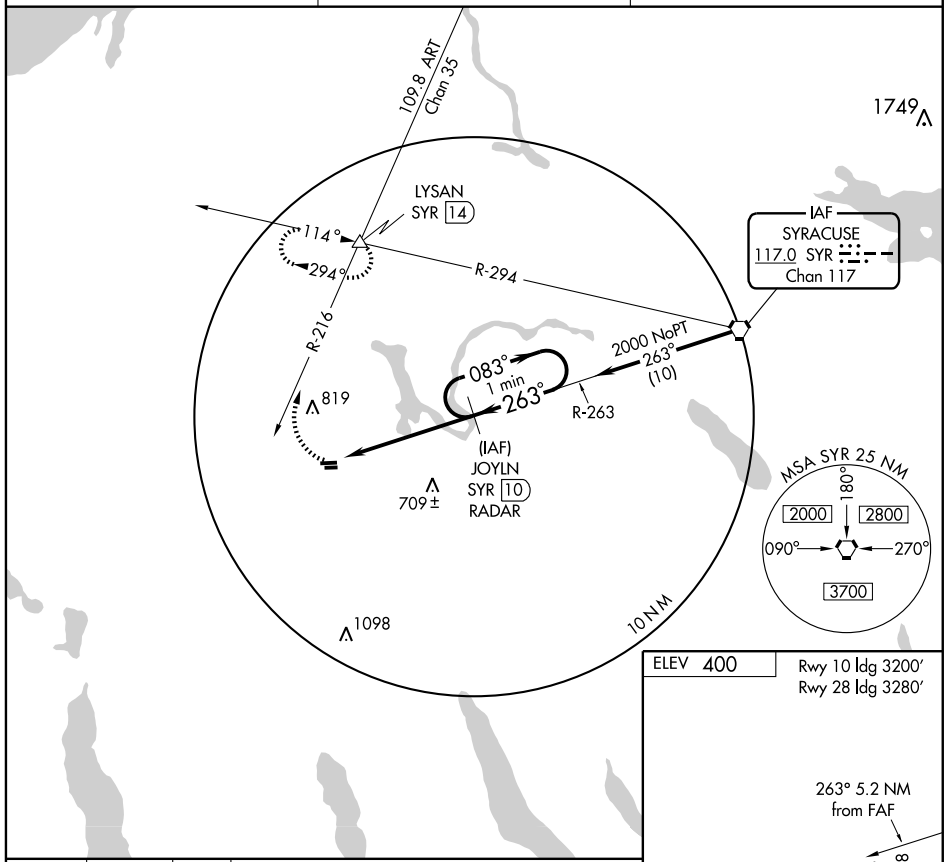
VOR-A

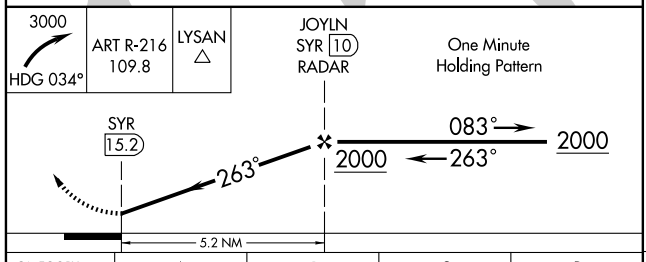
WEEDSPORT/WHITFORDS (B16)

▼ NA Use Syracuse Hancock Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via heading 034° and ART R-216 to LYSAN Int and hold.

SYRACUSE APP CON	UNICOM	
134.275 279.6	122.8 (CTAF)	122.7 L





CATEGORY	A	B	C	D
CIRCLING	1100-1	700 (700-1)	NA	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-ELZ	APP CRS	Rwy Idg	4900
110.5	278°	TDZE	2111
		Apt Elev	2124

LOC/DME RWY 28

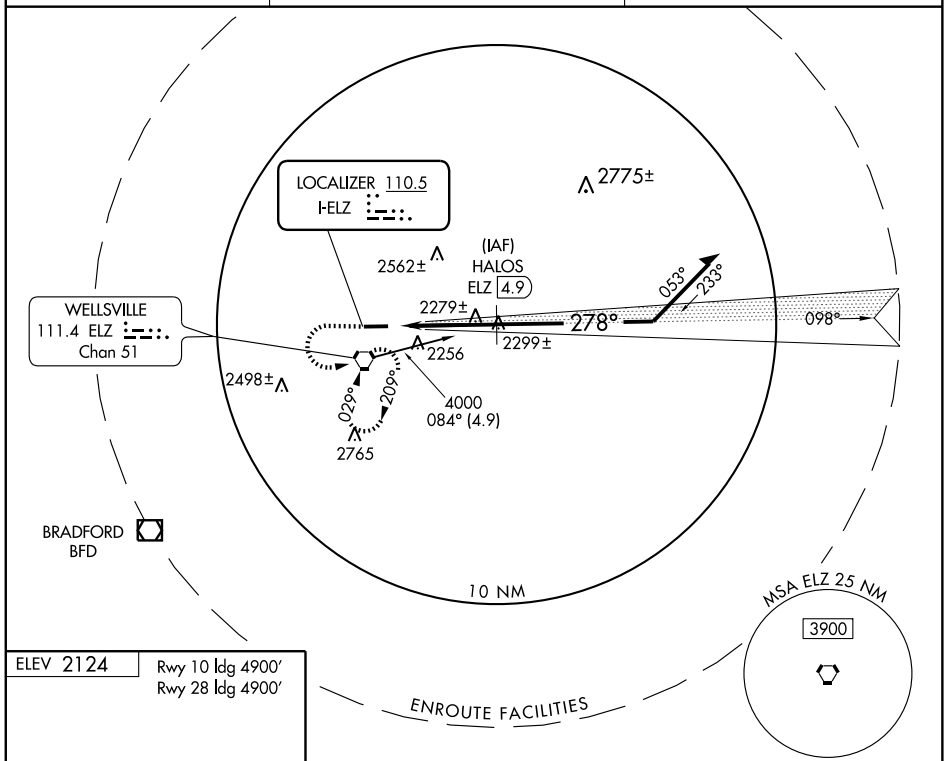
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

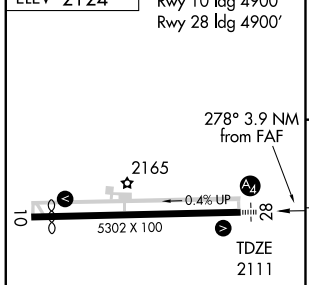
T NA — Inoperative table does not apply. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase all MDAs 260 feet.

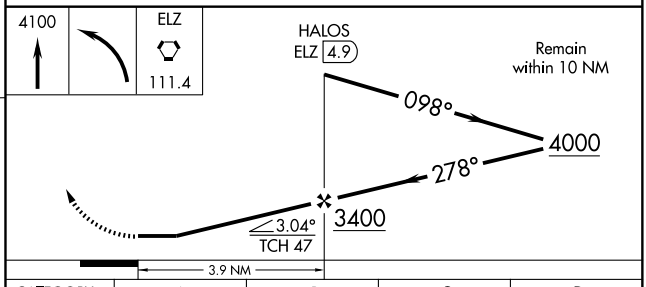
MALS

MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L







REIL Rwy 10 L
HIRL Rwy 10-28 L

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
S-28	2540-1	429 (500-1)	2540-1¼ 429 (500-1¼)	2540-1½ 429 (500-1½)
CIRCLING	2700-1	576 (600-1)	2700-1½ 576 (600-1½)	2700-2 576 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4900
CH 87002	097°	TDZE	2124
W10A		Apt Elev	2124

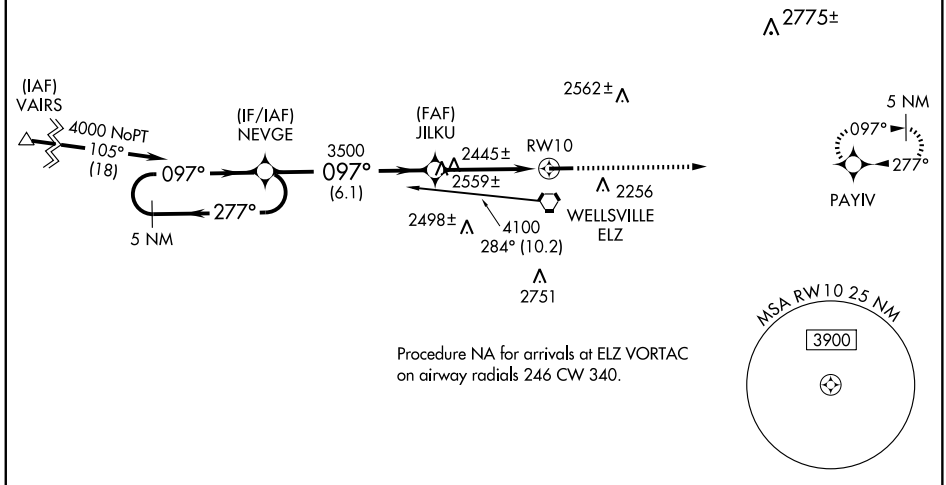
RNAV (GPS) RWY 10

WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

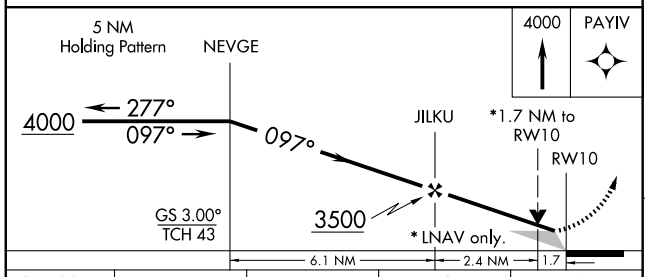
VDP and Baro-VNAV NA with Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. If local altimeter setting not received; use Bradford, PA altimeter setting and increase all DAs/MDAs 260 feet.

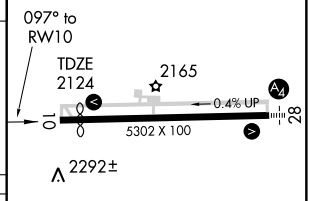
MISSED APPROACH: Climb to 4000 direct PAYIV and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L



Procedure NA for arrivals at ELZ VORTAC on airway radials 246 CW 340.





CATEGORY	A	B	C	D
LPV DA	2415-1 291 (300-1)			
LNAV/ VNAV DA	2596-1¾ 472 (500-1¾)			
LNAV MDA	2700-1 576 (600-1)		2700-1½ 576 (600-1½)	2700-1¾ 576 (600-1¾)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg	4900
CH 49102	277°	TDZE	2111
W28A		Apt Elev	2124

RNAV (GPS) RWY 28

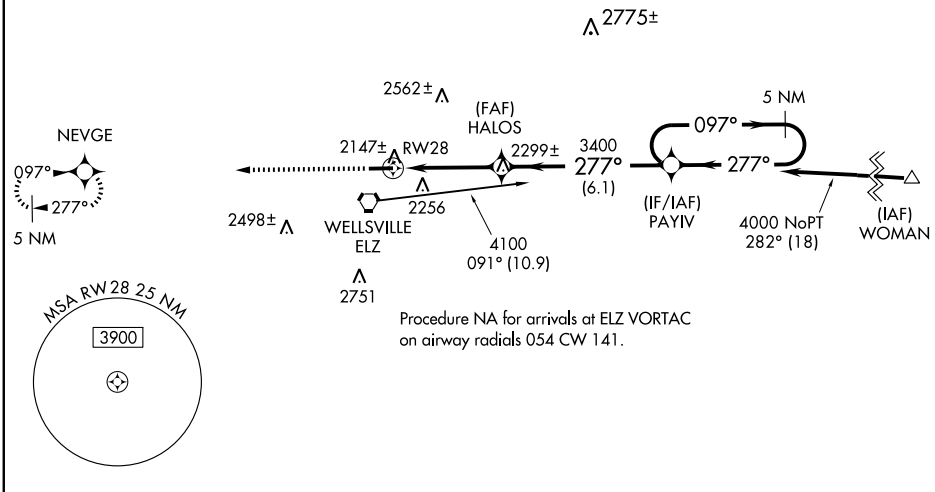
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

Inoperative table does not apply. Baro-VNAV NA when using Bradford, PA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bradford, PA altimeter setting and increase DAs/MDAs 260 feet.

MALS

MISSED APPROACH: Climb to 4000 direct NEVGE and hold.

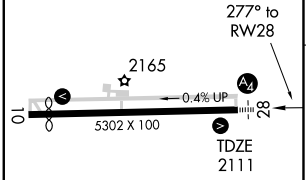
ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L

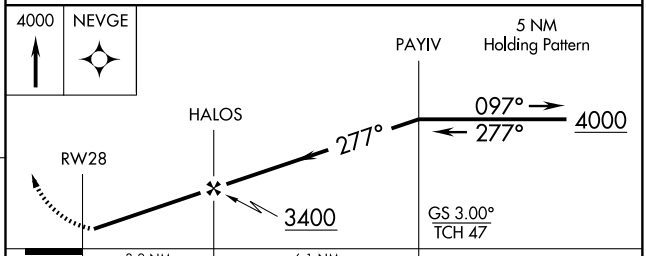


Procedure NA for arrivals at ELZ VORTAC on airway radials 054 CW 141.

ELEV 2124

Rwy 10 ldg 4900′
Rwy 28 ldg 4900′





CATEGORY	A	B	C	D
LPV DA	2361-1 250 (300-1)			
LNAV/ VNAV DA	2582-1¾ 471 (500-1¾)			
LNAV MDA	2560-1 449 (500-1)		2560-1¼ 449 (500-1¼)	2560-1½ 449 (500-1½)
CIRCLING	2700-1¾ 576 (600-1¾)			2700-2 576 (600-2)

REIL Rwy 10 L
HIRL Rwy 10-28 L

NE-2, 03 JUN 2010 to 01 JUL 2010

VORTAC ELZ	APP CRS	Rwy Idg	N/A
111.4	029°	TDZE	N/A
Chan 51		Apt Elev	2124

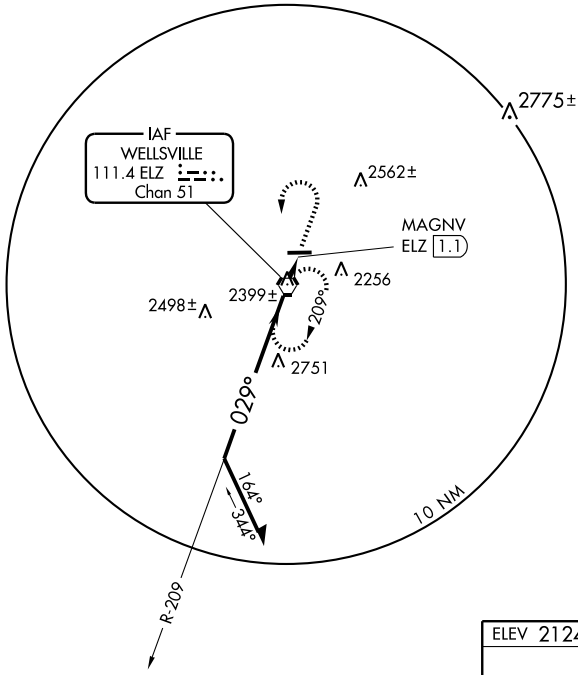
VOR-A

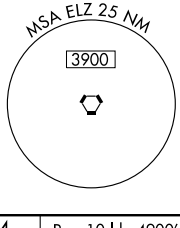
WELLSVILLE MUNI AIRPORT, TARANTINE FIELD (ELZ)

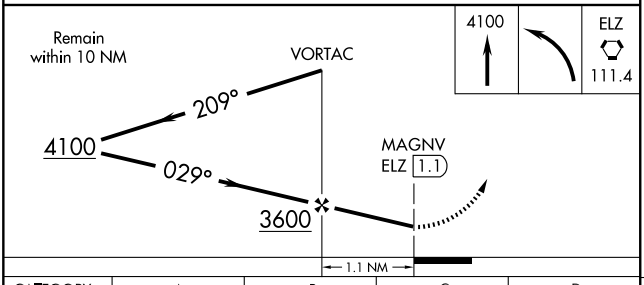
If local altimeter setting not received, use Bradford, PA altimeter setting.

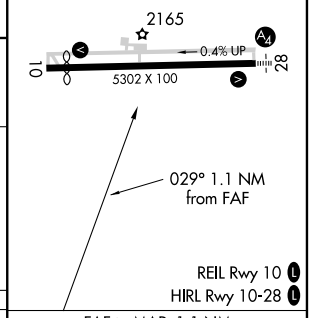
MISSED APPROACH: Climb to 4100 then left turn direct ELZ VORTAC and hold.

ASOS	CLEVELAND CENTER	UNICOM
119.275	124.325 353.850	123.0 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	3160-1¼ 1036 (1100-1¼)	3160-1½ 1036 (1100-1½)	3160-3 1036 (1100-3)	3200-3 1076 (1100-3)

FAF to MAP 1.1 NM

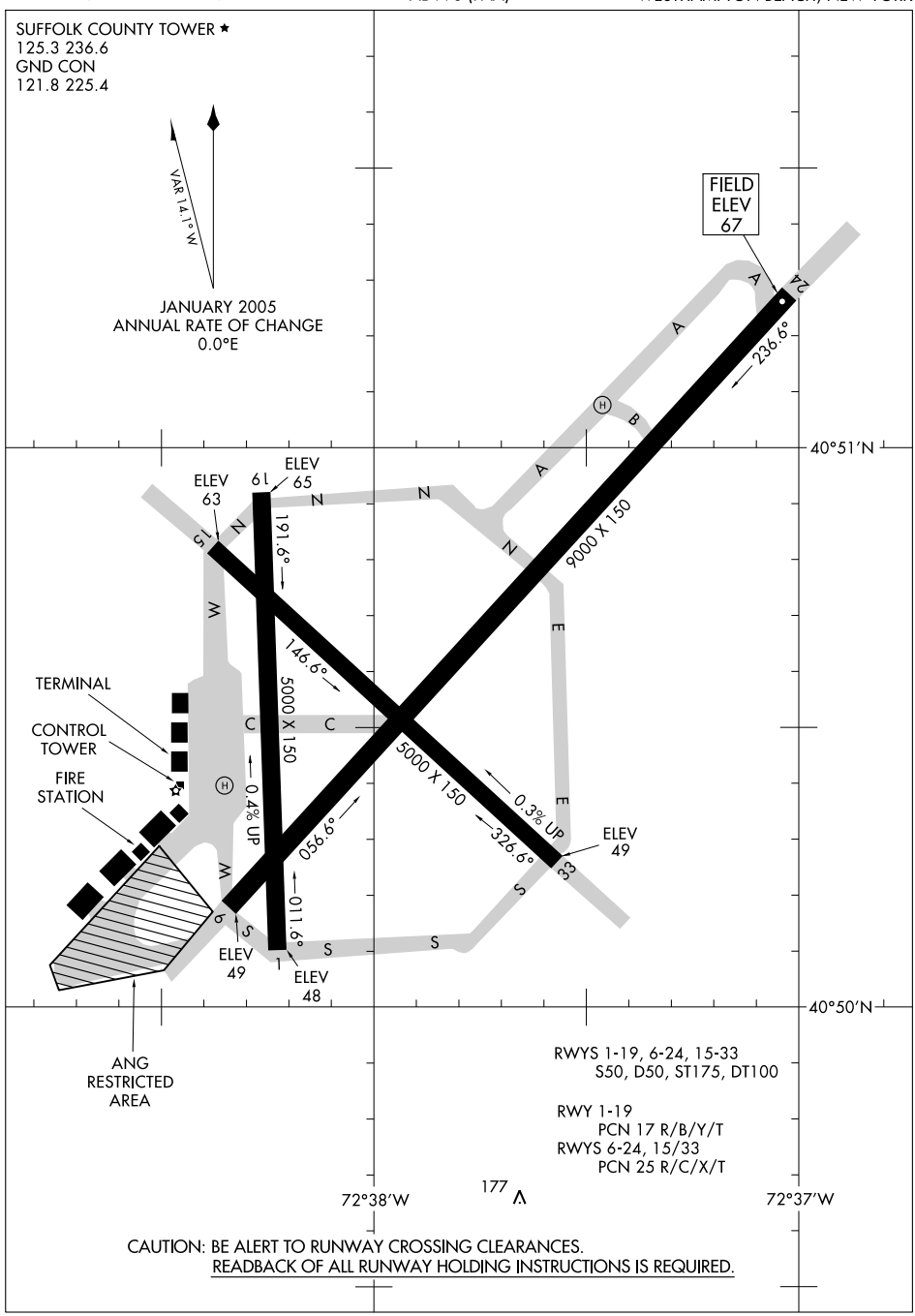
Knots	60	90	120	150	180
Min:Sec	1:06	0:44	0:33	0:26	0:22

NE-2. 03 JUN 2010 to 01 JUL 2010

08045

AIRPORT DIAGRAM

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)
AL-996 (FAA)
WESTHAMPTON BEACH, NEW YORK



RWYS 1-19, 6-24, 15-33
S50, D50, ST175, DT100

RWY 1-19
PCN 17 R/B/Y/T
RWYS 6-24, 15/33
PCN 25 R/C/X/T

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-2, 03 JUN 2010 to 01 JUL 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

COPTER ILS or LOC RWY 24

WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

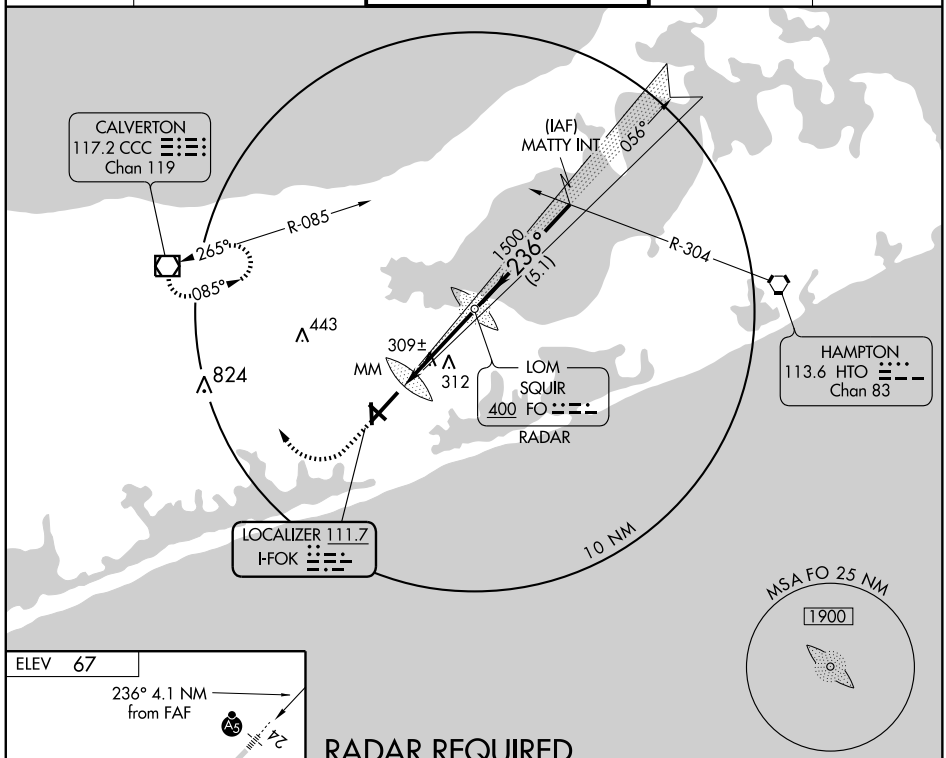
T
A NA

If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

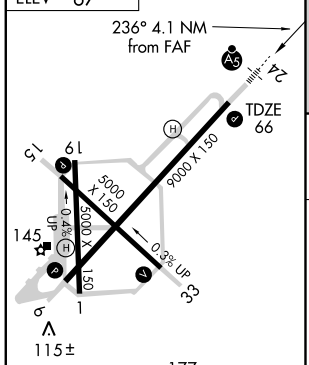
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95

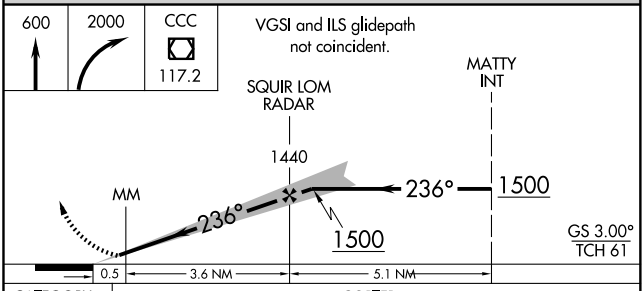


RADAR REQUIRED



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

FAF to MAP 4.1 NM					
Knots	45	60	75	90	105
Min:Sec	5:28	4:06	3:17	2:44	2:21



CATEGORY	COPTER
H-ILS 24	266-¼ 200 (200-¼)
H-LOC 24	560-¼ 494 (500-¼)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC I-FOK	APP CRS	Rwy Idg	9000
111.7	236°	TDZE	66
		Apt Elev	67

ILS or LOC RWY 24

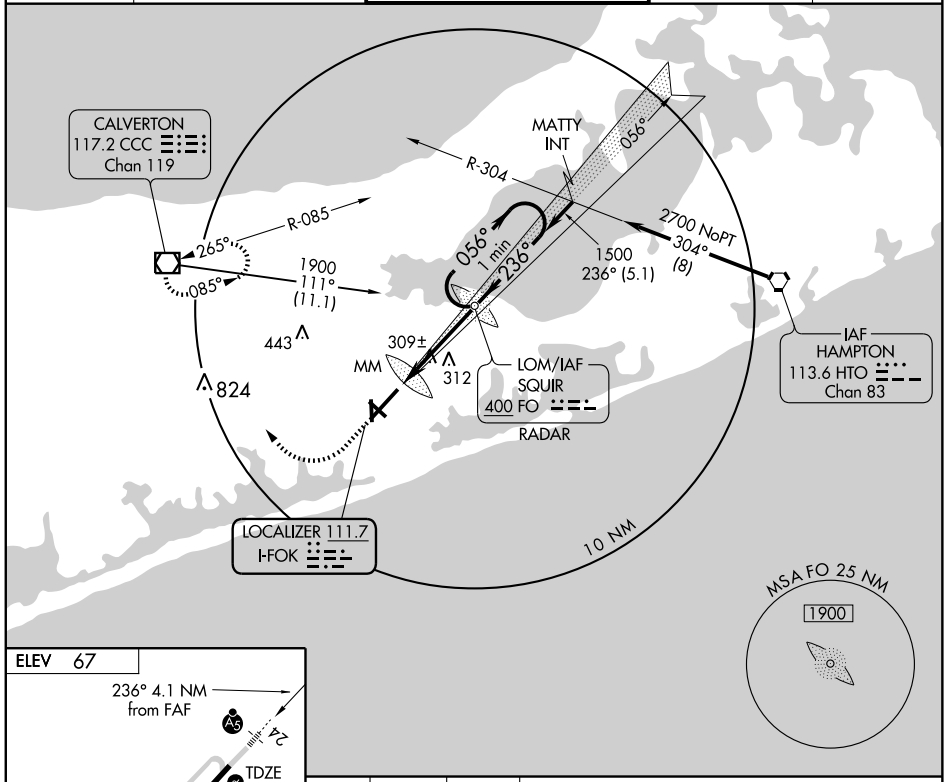
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

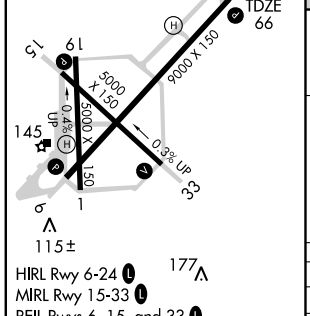
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DA/MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct CCC VOR/DME and hold.

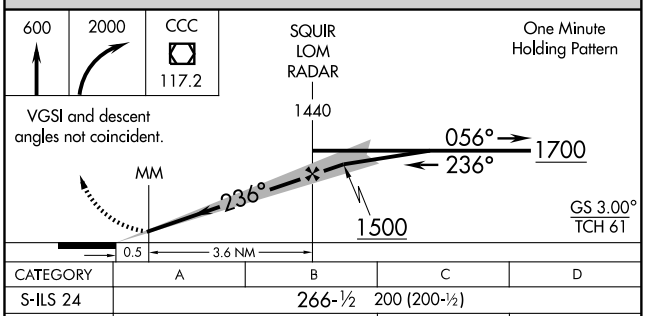
ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95





HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

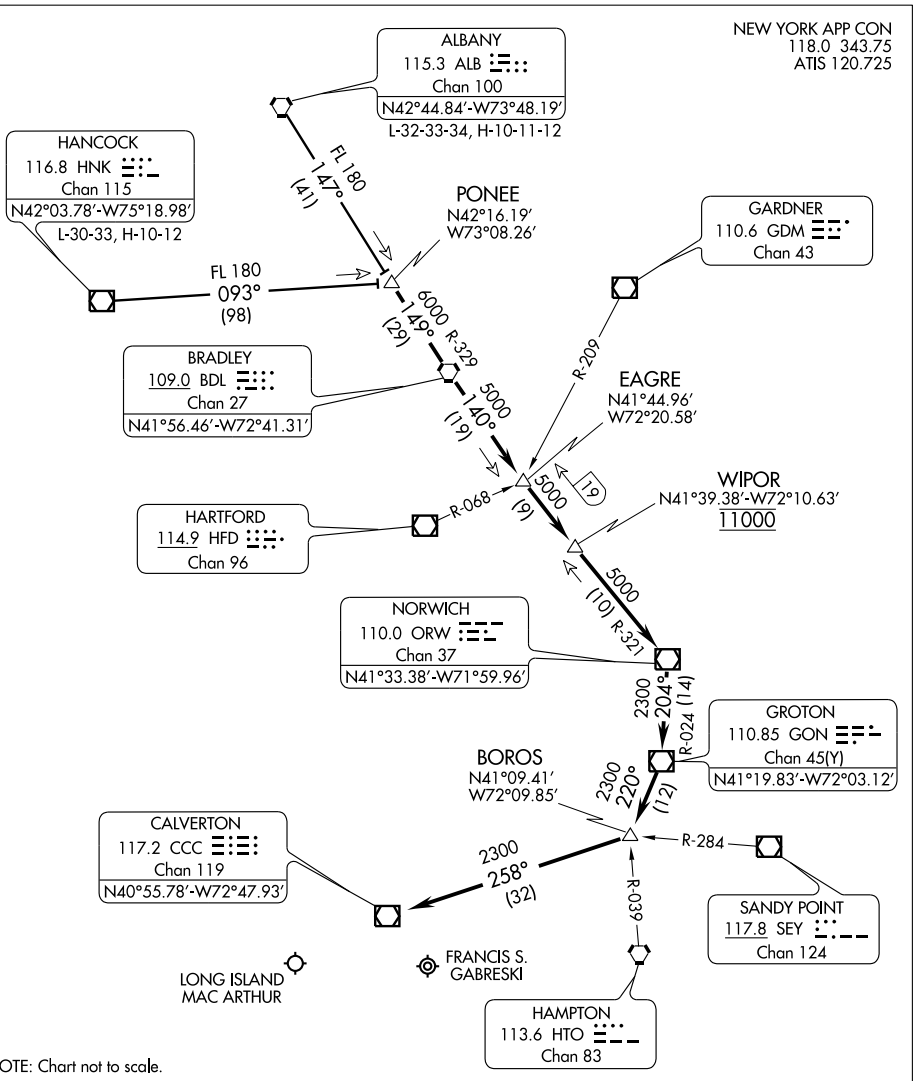


CATEGORY	A	B	C	D
S-ILS 24	266-½ 200 (200-½)			
S-LOC 24	560-½ 494 (500-½)		560-¾ 494 (500-¾)	560-1 494 (500-1)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

PONEE TWO ARRIVAL

ISLIP, NEW YORK



NOTE: Chart not to scale.

ALBANY TRANSITION (ALB.PONEE2): From over ALB VORTAC via ALB R-147 to PONEE INT. Thence. . . .

HANCOCK TRANSITION (HNK.PONEE2): From over HNK VOR/DME via HNK R-093 to PONEE INT. Thence. . . .

. . . . From over PONEE INT via BDL R-329 to BDL VORTAC; then via BDL R-140 to ORW VOR/DME, then via ORW R-204 to GON VOR/DME, then via GON R-220 to BOROS INT, then direct to CCC VOR/DME. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

WAAS CH 81822 W06A	APP CRS 055°	Rwy Idg 9000 TDZE 57 Apt Elev 67

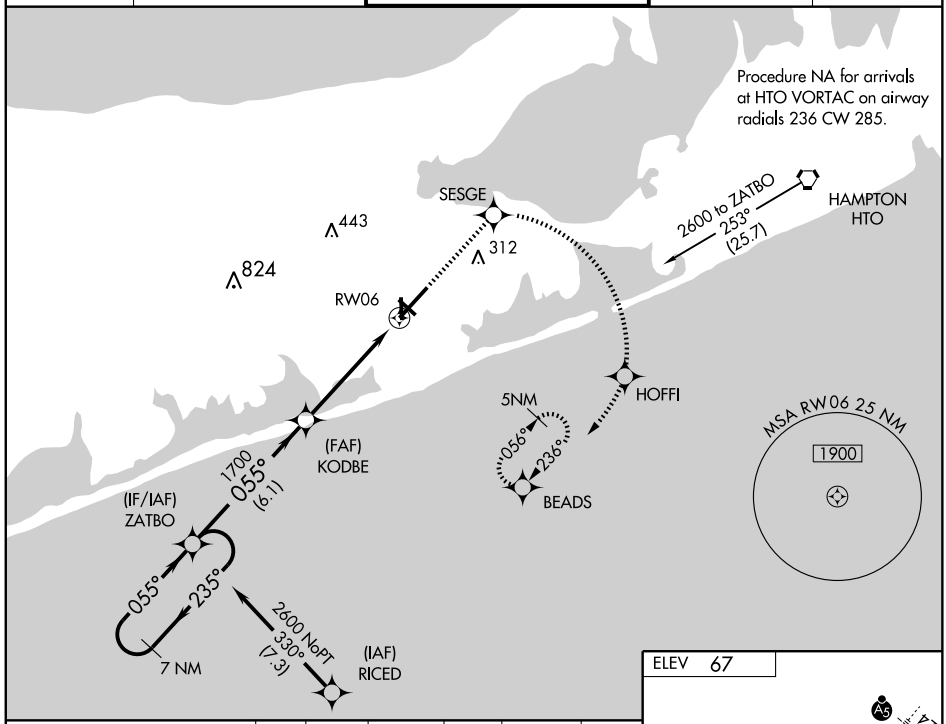
RNAV (GPS) RWY 6

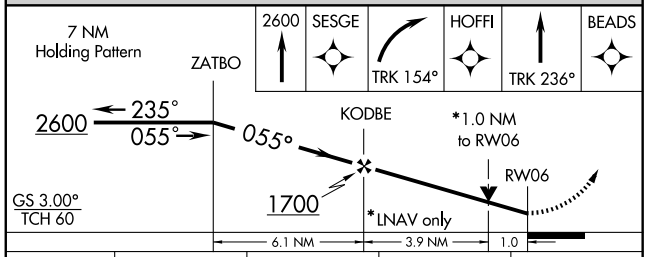
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

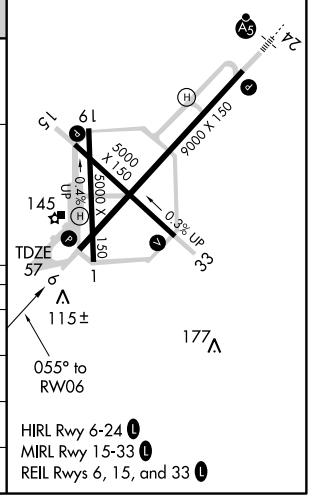
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct SESGE and right turn via 154° track to HOFFI and via 236° track to BEADS and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	332-1 275 (300-1)			
LNAV/ VNAV DA	415-1¼ 358 (400-1¼)			
LNAV MDA	440-1 383 (400-1)			440-1¼ 383 (400-1¼)
CIRCLING	600-1¼ 533 (600-1¼)	640-1¼ 573 (600-1¼)	640-1½ 573 (600-1½)	640-2 573 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9000
CH 40009	236°	TDZE	66
W24A		Apt Elev	67

RNAV (GPS) RWY 24

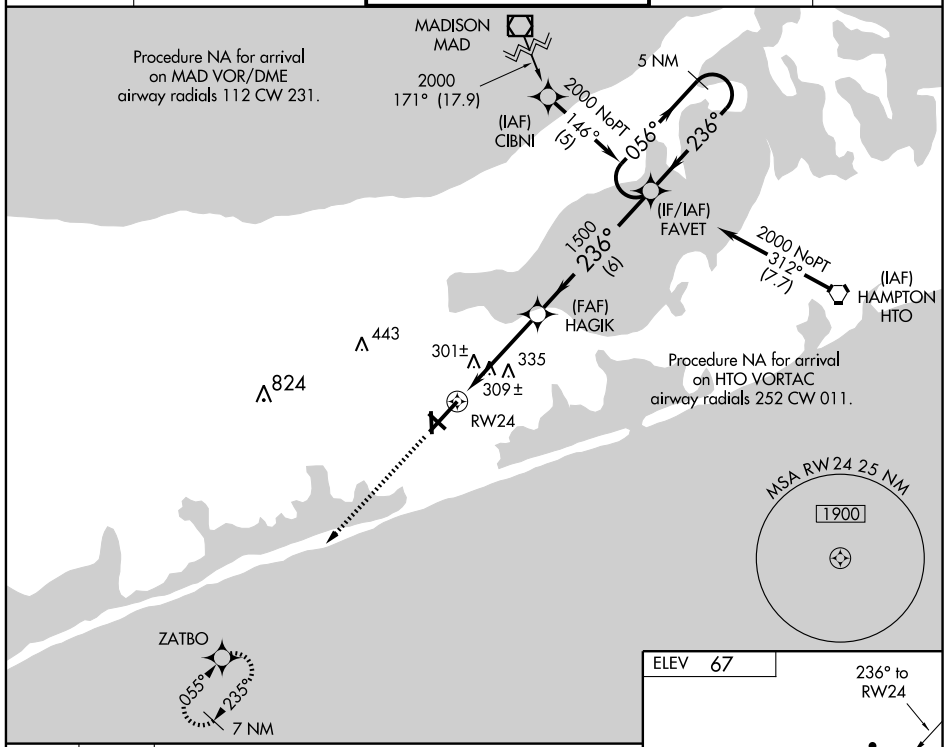
WESTHAMPTON BEACH/ FRANCIS S. GABRESKI (FOK)

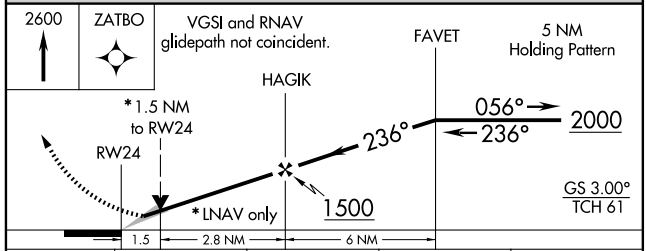
If local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Long Island MacArthur altimeter setting. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR increase LPV visibility to 1 mile all CATs. DME/DME RNP-0.3 NA.

MALSR

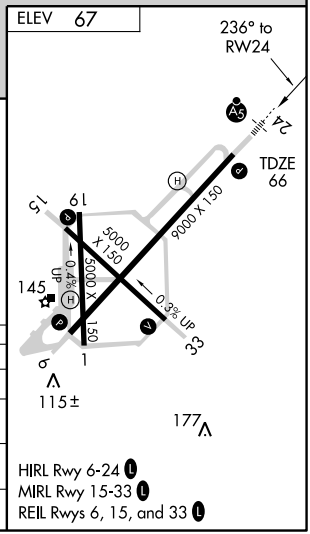
MISSED APPROACH: Climb to 2600 direct ZATBO and hold.

ASOS	NEW YORK APP CON	SUFFOLK COUNTY TOWER ★	GND CON	UNICOM
119.925	125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	374-½ 308 (400-½)			
LNAV/VNAV DA	614-1½ 548 (600-1½)			
LNAV MDA	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	620-2 553 (600-2)			640-2 573 (600-2)



HIRL Rwy 6-24 L
MIRL Rwy 15-33 L
REIL Rwys 6, 15, and 33 L

NE-2. 03 JUN 2010 to 01 JUL 2010

TACAN RWY 6

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

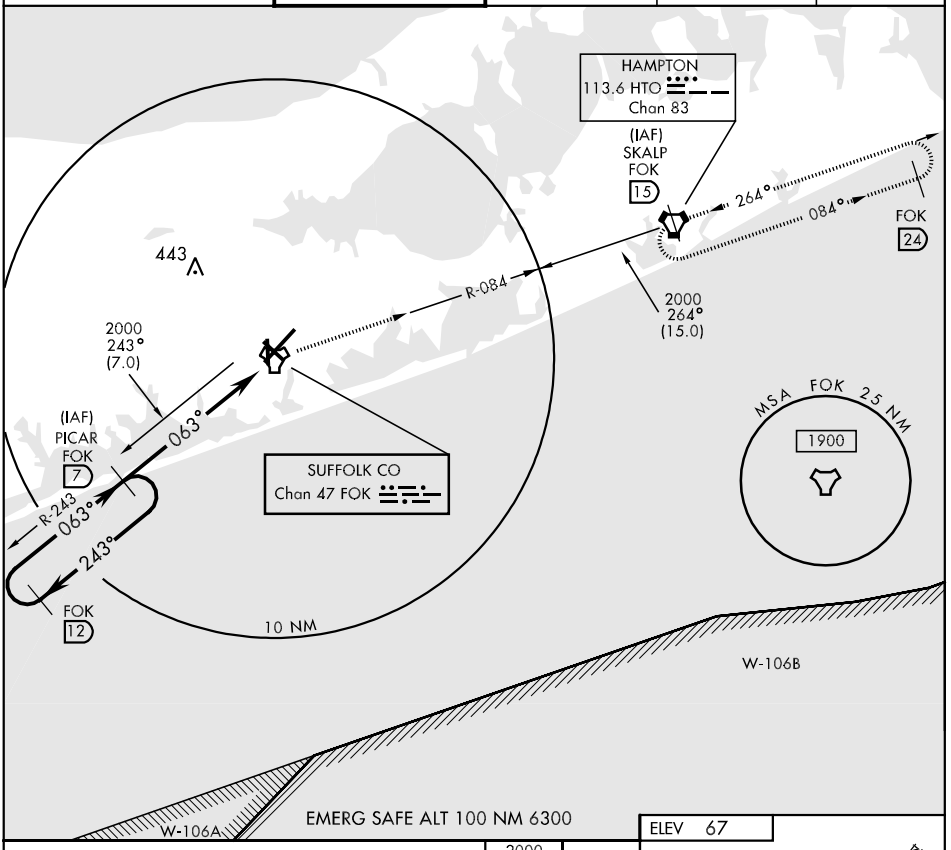
FOK TACAN Chan 47	APCH CRS 063°	Rwy ldg 9000 TDZE 57 Arpt Elev 67

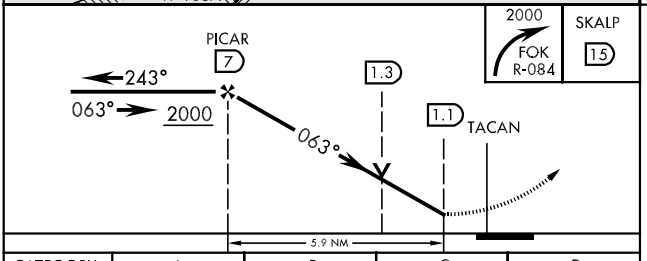
AL-996 [USAF]

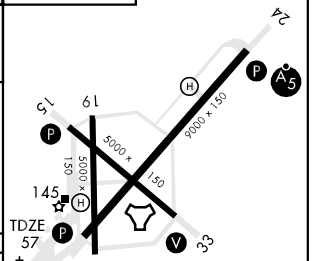
When control zone not effective, procedure not authorized.

MISSED APPROACH: Climbing right turn to 2000 via FOK TACAN R-084 to FOK 15 DME (SKALP) and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) L 236.6	121.8 225.4	122.95	119.925







CATEGORY	A	B	C	D
S-6	380-1 323 (400-1)			
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 24

WESTHAMPTON BEACH/
FRANCIS S. GABRESKI (KFOK)

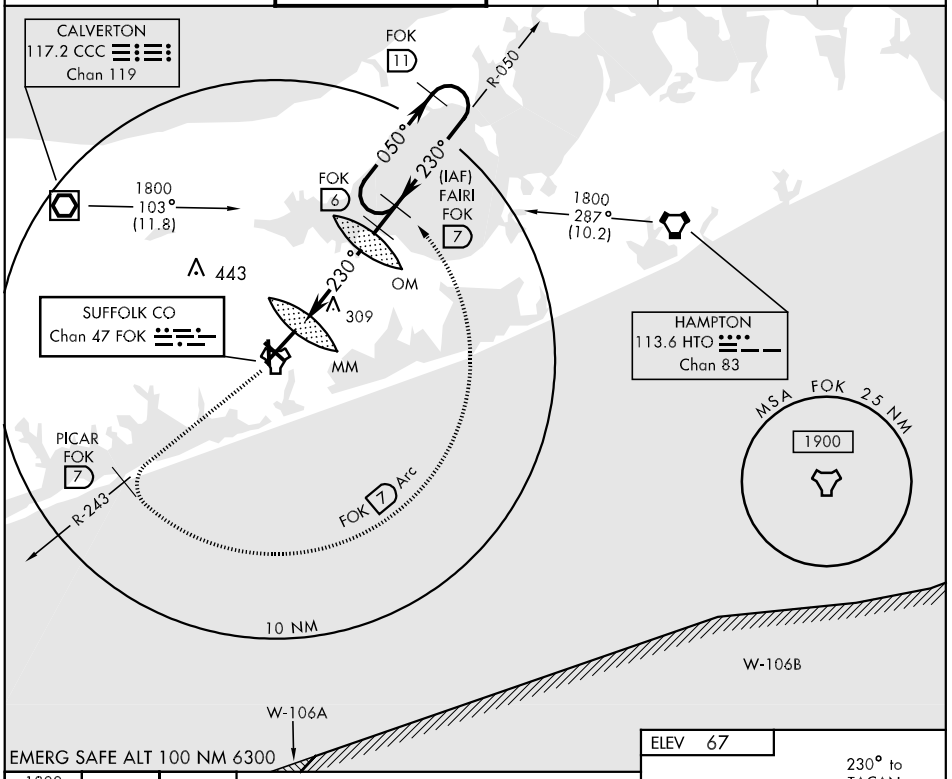
FOK TACAN Chan 47	APCH CRS 230°	Rwy ldg 9000 TDZE 66 Arpt Elev 67	AL-996 [USAF]

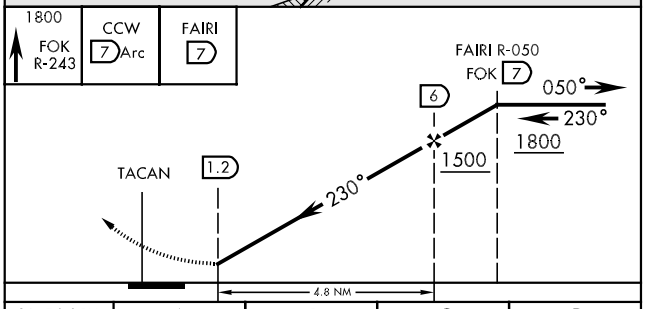
When control zone not effective, procedure not authorized.

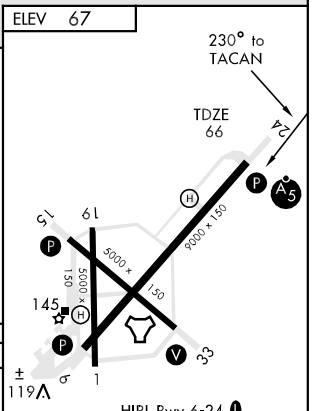
MALSR

MISSED APPROACH: Climb to 1800 via R-243 to 7 DME CCW Arc to FAIRI 7 DME and hold.

NEW YORK APP CON	SUFFOLK CO TOWER ★	GND CON	UNICOM	ASOS
125.975 343.65	125.3 (CTAF) 236.6	121.8 225.4	122.95	119.925







HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6, 15 and 33

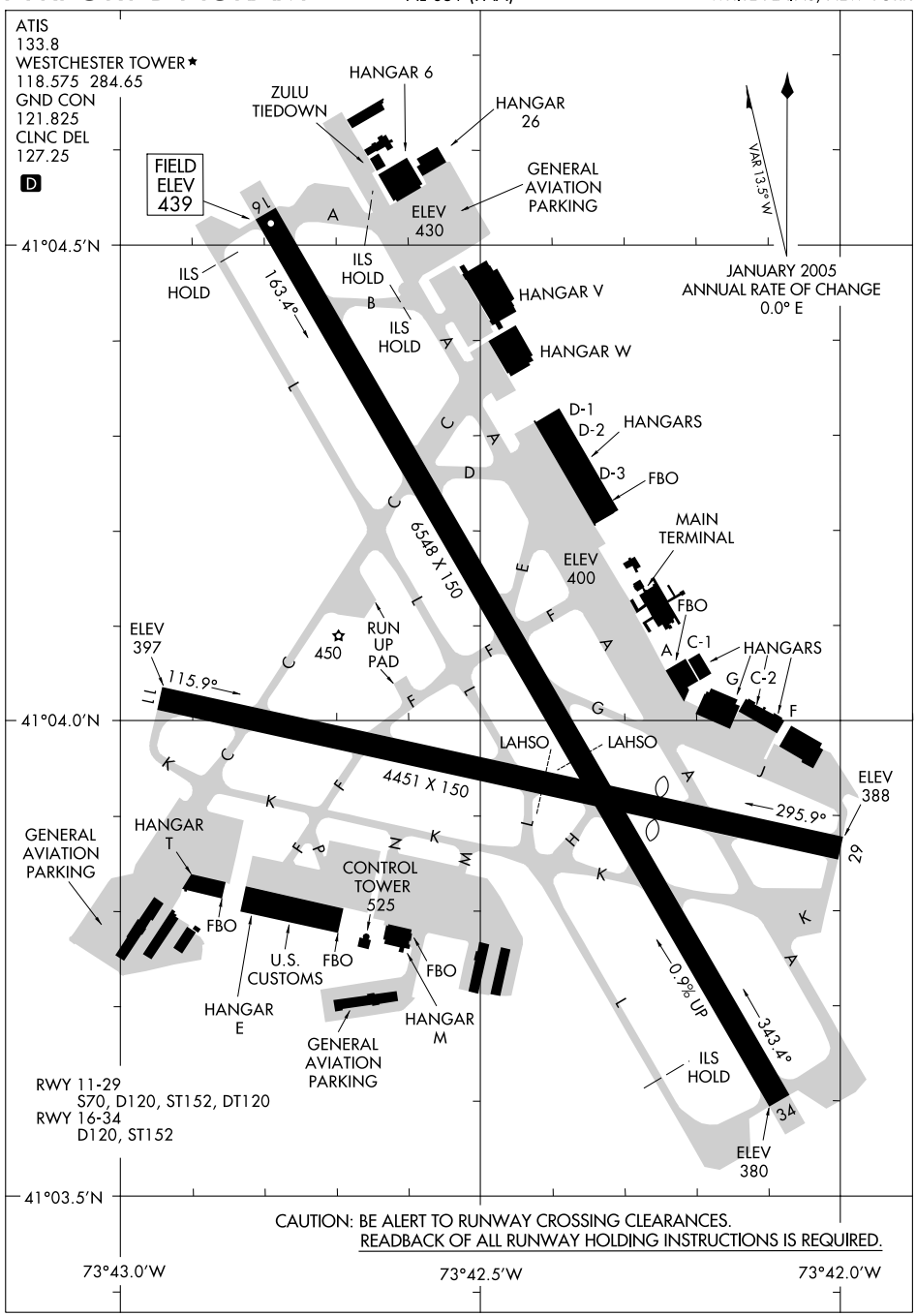
CATEGORY	A	B	C	D
S-24	600-½ 534 (600-½)		600-1 534 (600-1)	600-1¼ 534 (600-1¼)
CIRCLING	600-1 533 (600-1)	620-1 553 (600-1)	620-1½ 553 (600-1½)	640-2 573 (600-2)

09013

AIRPORT DIAGRAM

AL-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK

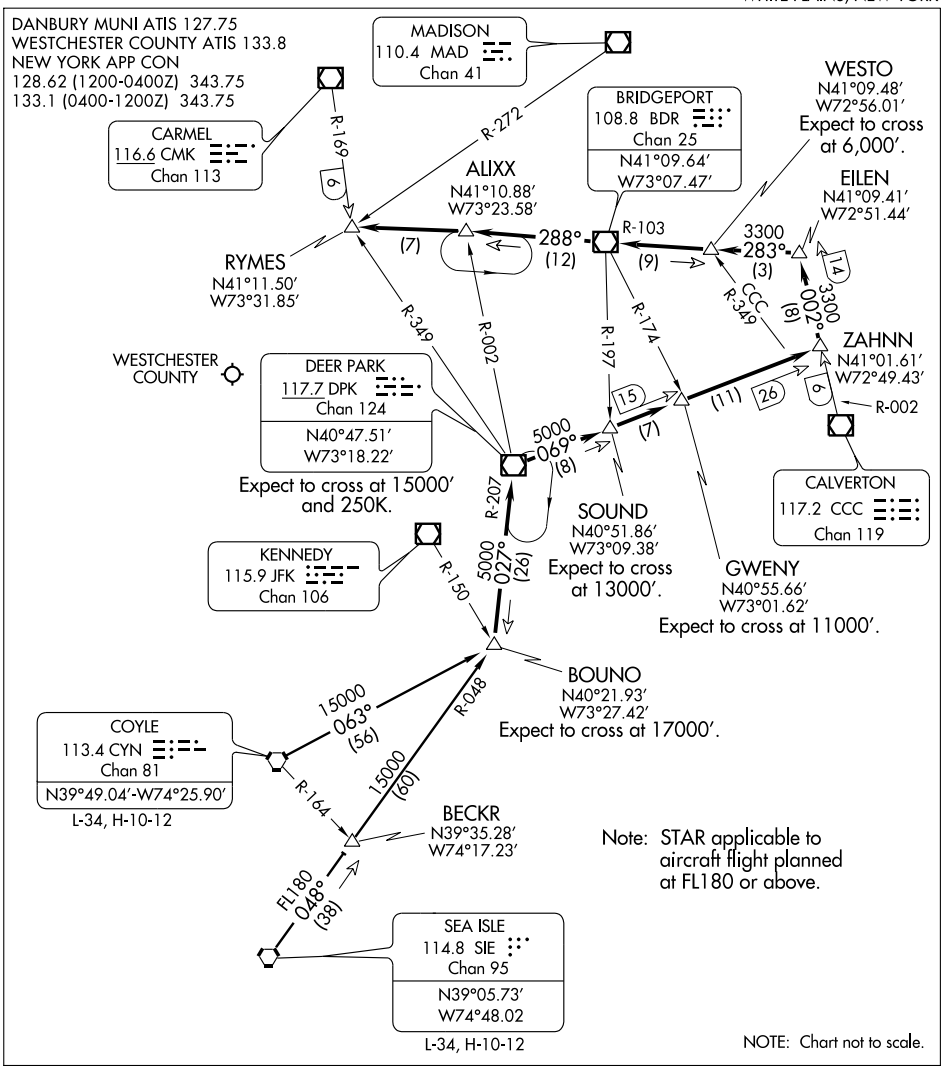


NE-2, 03 JUN 2010 to 01 JUL 2010

(BOUNO.BOUNO4) 08045 ST-651 (FAA)

BOUNO FOUR ARRIVAL

WESTCHESTER COUNTY
WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

COYLE TRANSITION (CYN.BOUNO4): From over CYN VORTAC via CYN R-063 to BOUNO INT. Thence . . . .

SEA ISLE TRANSITION (SIE.BOUNO4): From over SIE VORTAC via SIE R-048 to BOUNO INT. Thence . . . .

. . . . From over BOUNO INT via DPK R-207 to DPK VOR/DME, then via DPK R-069 to ZAHNN INT, then via CCC R-002 to EILEN INT, then via BDR R-103 to BDR VOR/DME, then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

WHITE PLAINS, NEW YORK

AL-651 (FAA)

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

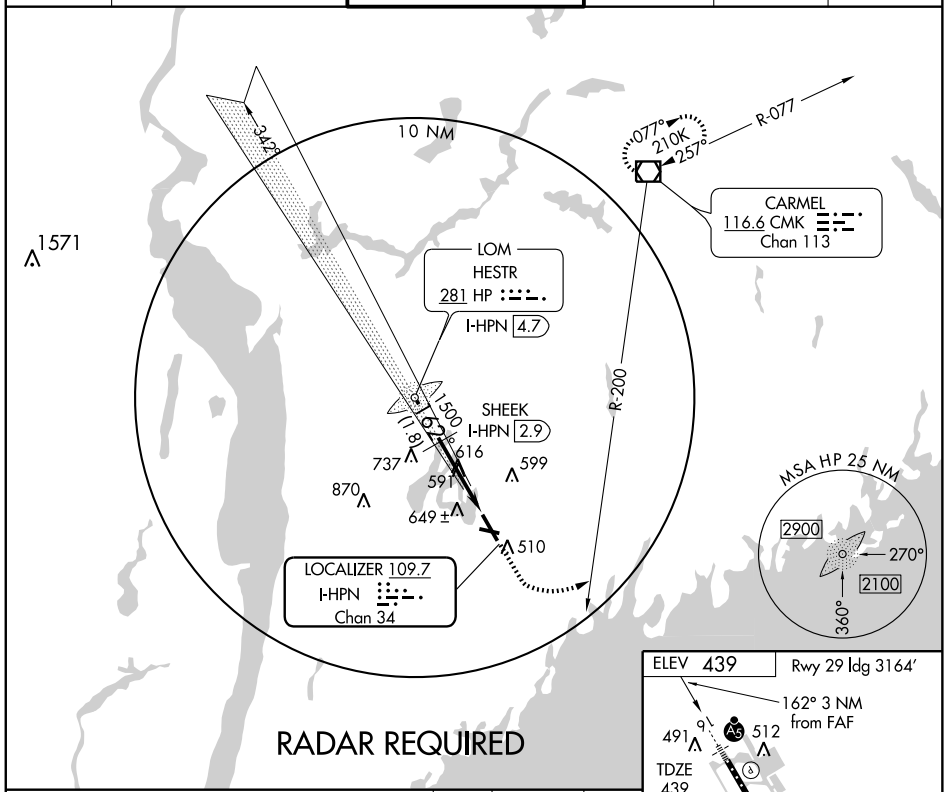
COPTER ILS or LOC/DME RWY 16

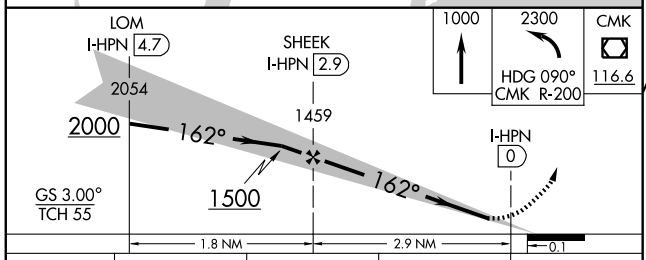
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

MALSR

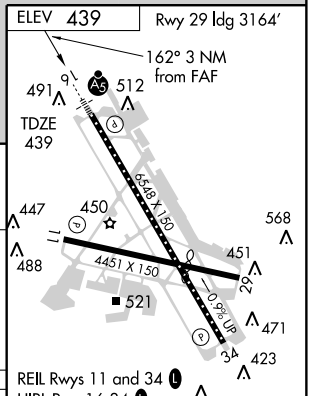
MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





CATEGORY	A	B	C	D
S-ILS 162°	639/12 200 (200-¼)	NA		
S-LOC 162°	940/12 501 (600-¼)	NA		
CIRCLING	NA			



Knots	45	60	75	90	105
Min:Sec					

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-HPN	APP CRS	Rwy Idg 6548
109.7	162°	TDZE 439
Chan 34		Apt Elev 439

ILS or LOC RWY 16

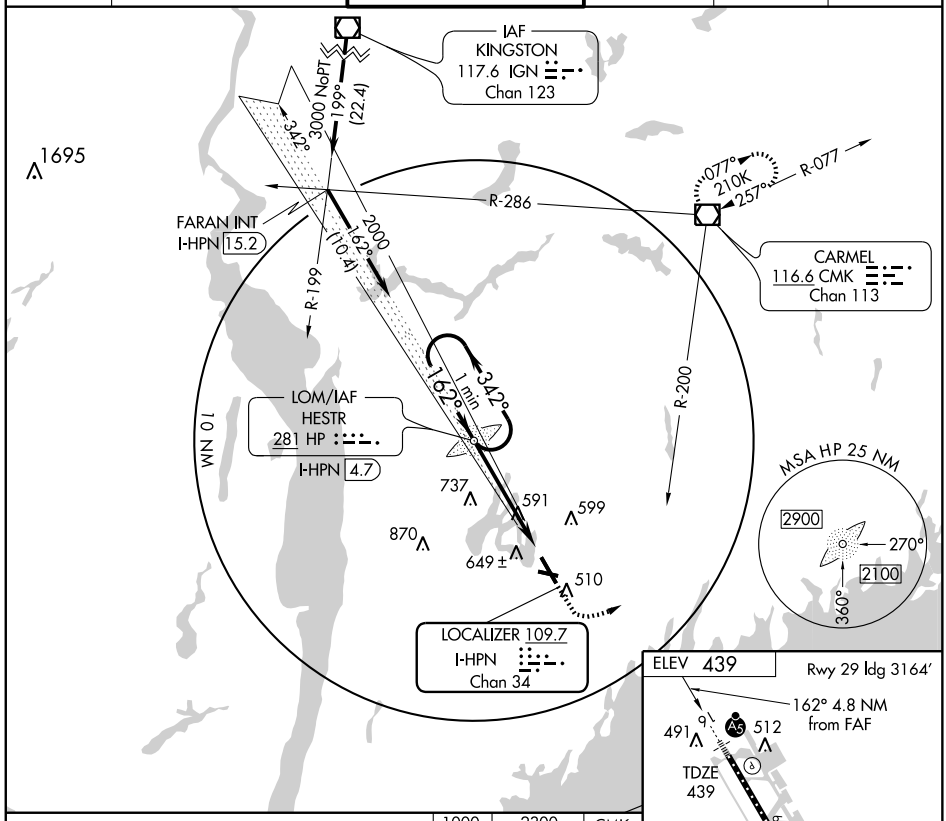
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

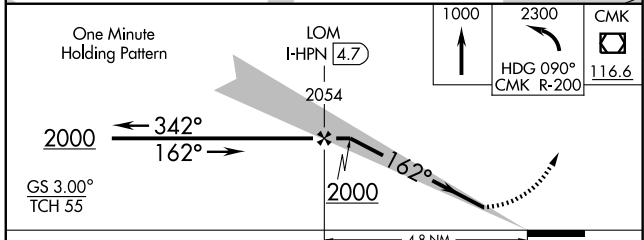
For inoperative MALSR, increase S-LOC 16 Cats A, B visibility to RVR 5000.

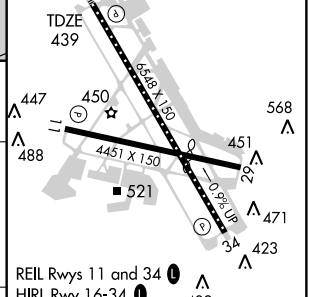
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







	A	B	C	D
S-ILS 16	639/18 200 (200-½)			
S-LOC 16	940/24 501 (600-½)		940/50 501 (600-1)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OJZ	APP CRS	Rwy Idg 6548
109.7	342°	TDZE 402
Chan 34		Apt Elev 439

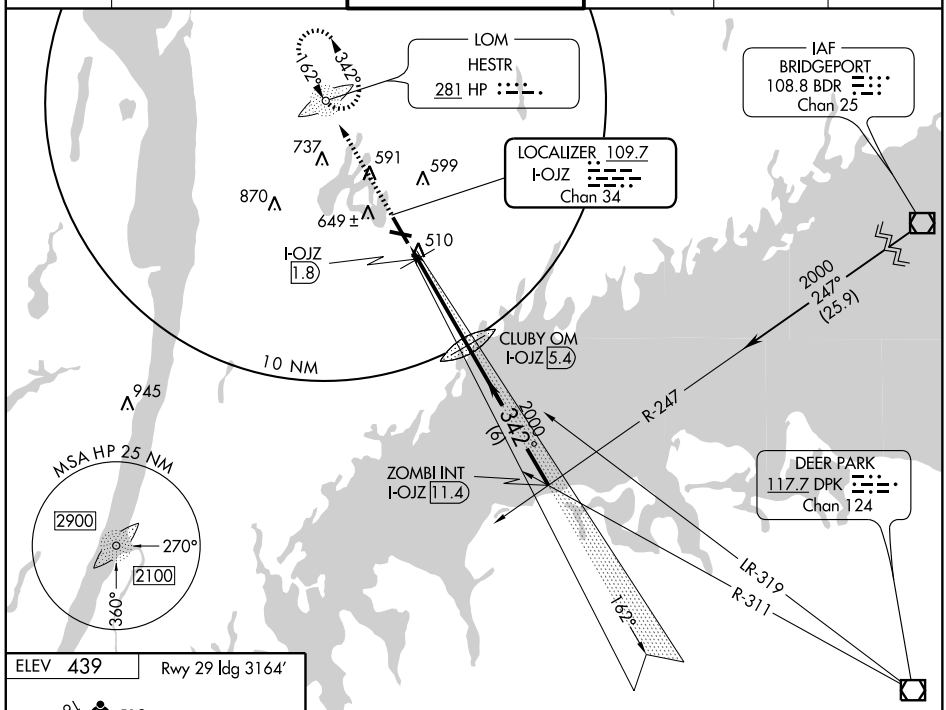
ILS or LOC RWY 34

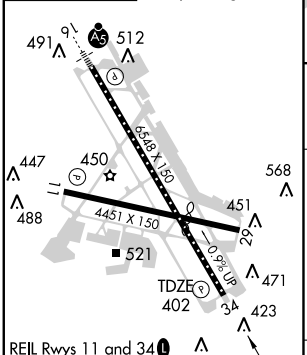
WHITE PLAINS/WESTCHESTER COUNTY (HPN)

ADF Required.

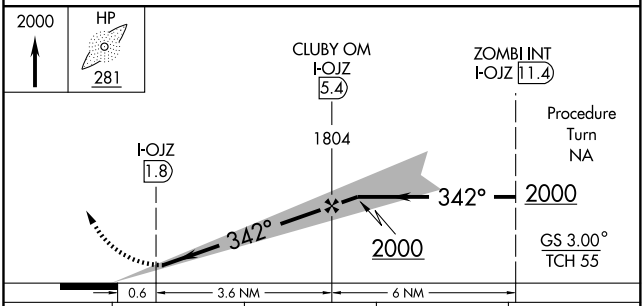
MISSED APPROACH: Climb to 2000 direct HP LOM and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 34	678/50 276 (300-1)			
S-LOC 34	760/50 358 (400-1)			760/60 358 (400-1¼)
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

LOM HP	APP CRS	Rwy Idg	6548
281	162°	TDZE	439
		Apt Elev	439

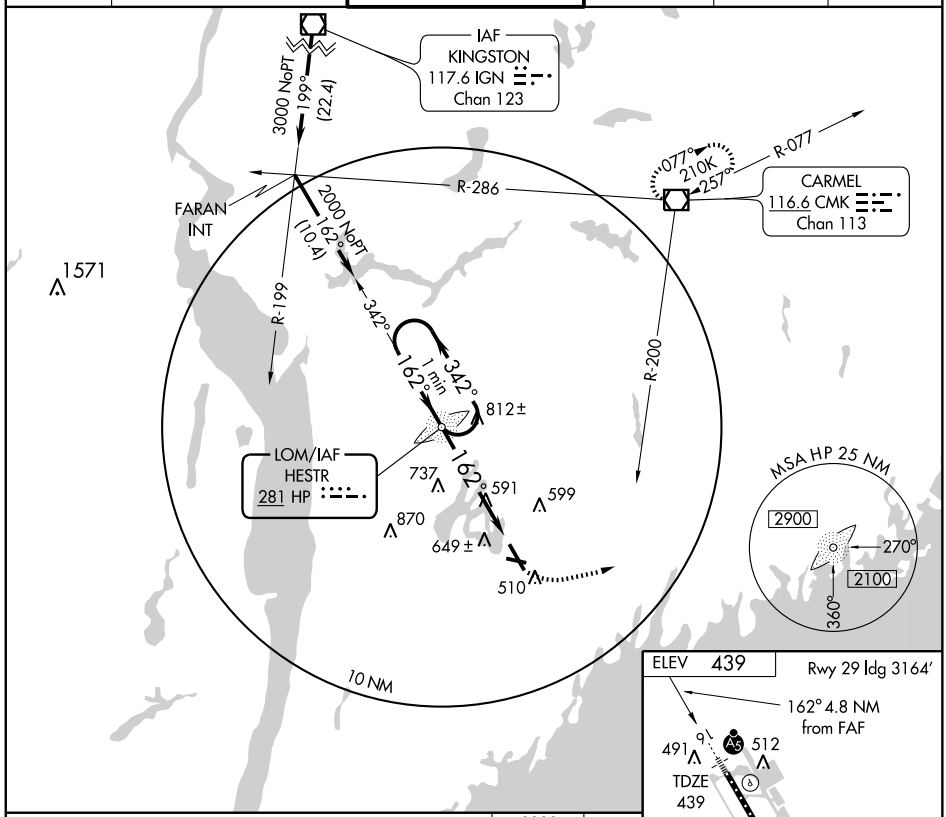
NDB RWY 16

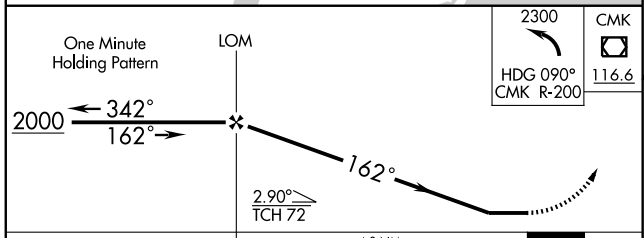
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

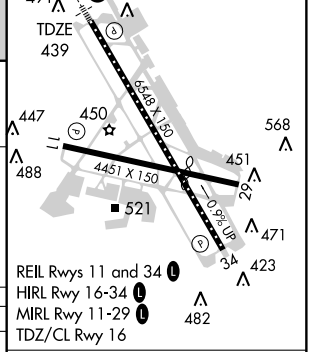
MALSR

MISSED APPROACH: Climbing left turn to 2300 via heading 090° and CMK R-200 to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95







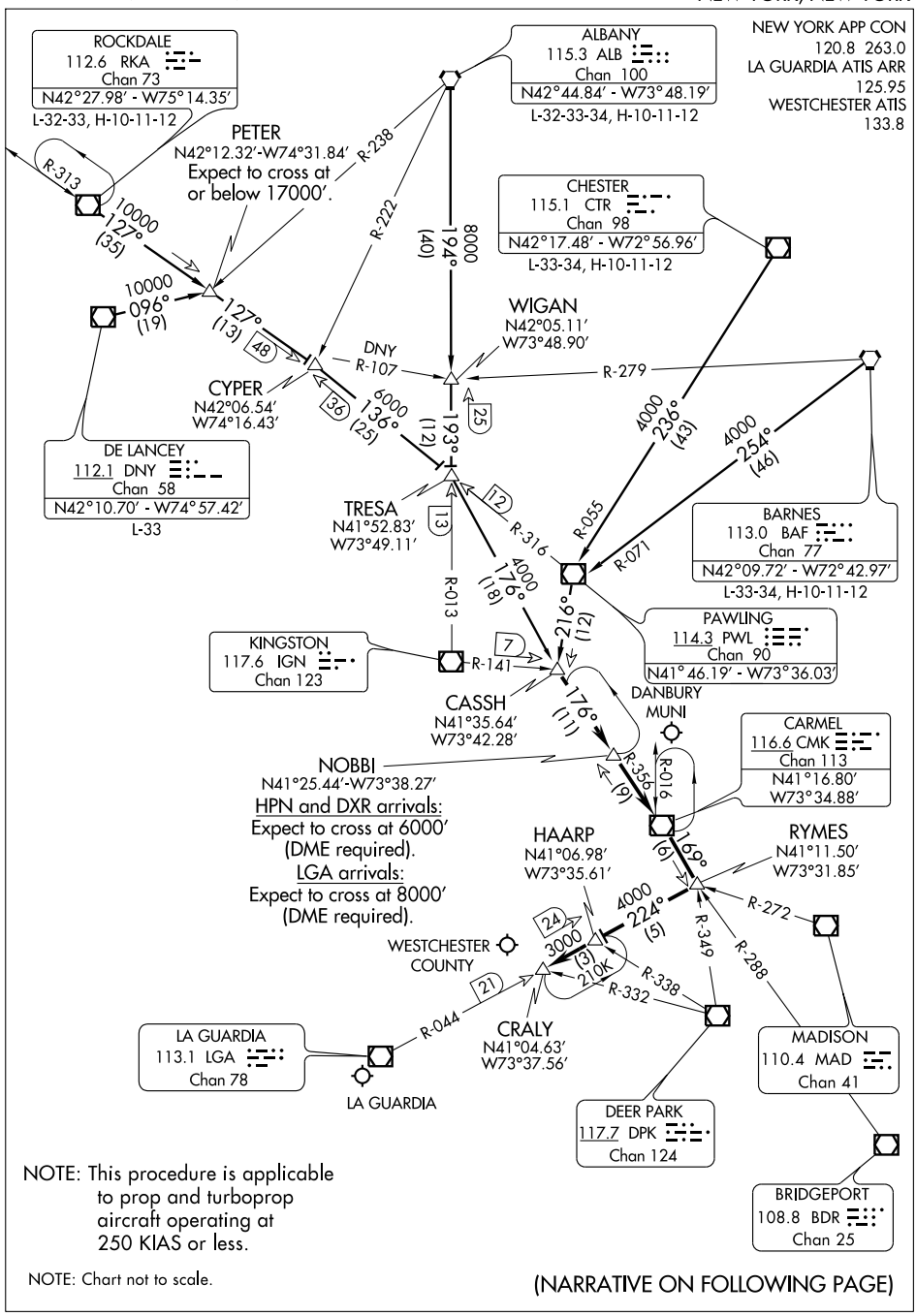
CATEGORY	A	B	C	D
S-16	1120/40	681 (700-¾)	1120 - 1½ 681 (700-1½)	1120 - 2 681 (700-2)
CIRCLING	1120 - 1	681 (700-1)	1120 - 2 681 (700-2)	1120 - 2¼ 681 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-2. 03 JUN 2010 to 01 JUL 2010

NOBBI FIVE ARRIVAL



NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-2, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

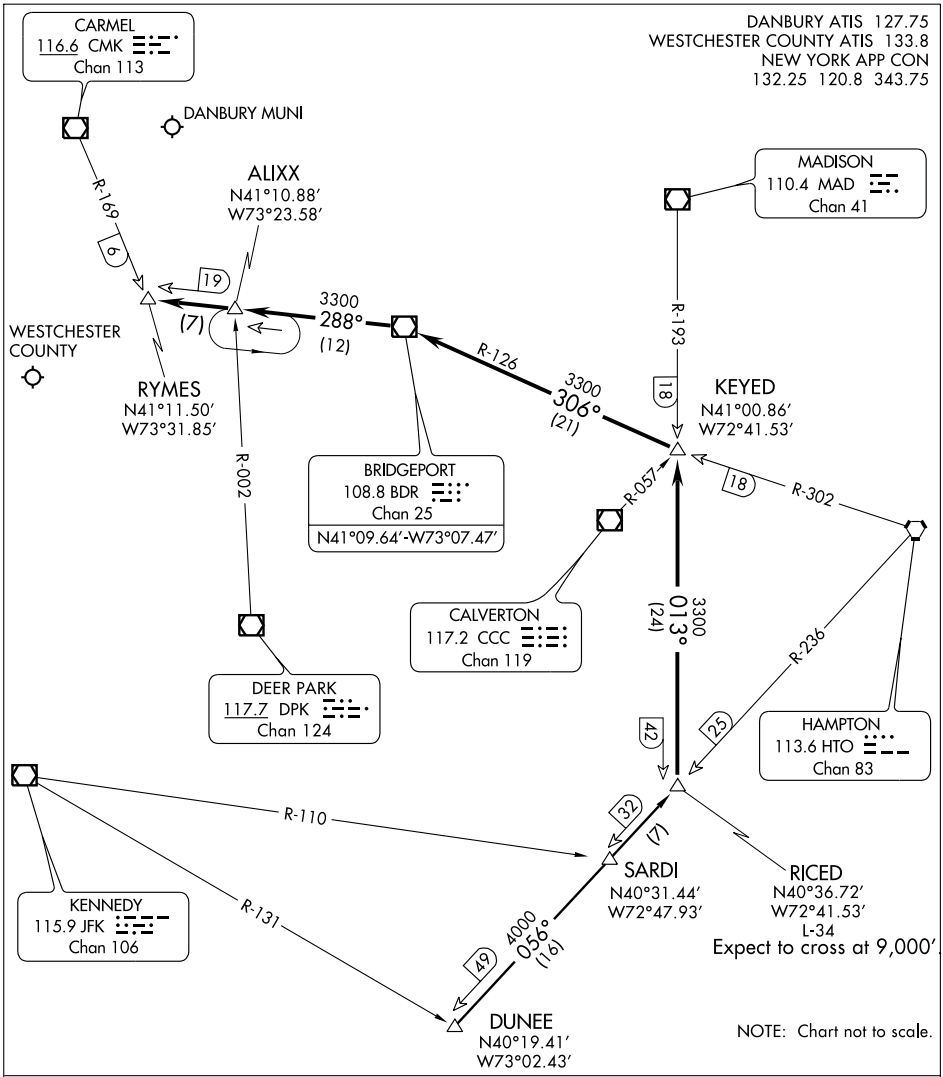
ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .
ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

DUNEE TRANSITION (DUNEE.RICED4): From over DUNEE INT via HTO R-236 to RICED INT, thence. . . .

. . . . From over RICED INT via MAD R-193 to intercept BDR R-126 to BDR VOR/DME then via BDR R-288 to RYMES INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6548
162°	TDZE	439
	Apt Elev	439

RNAV (GPS) RWY 16

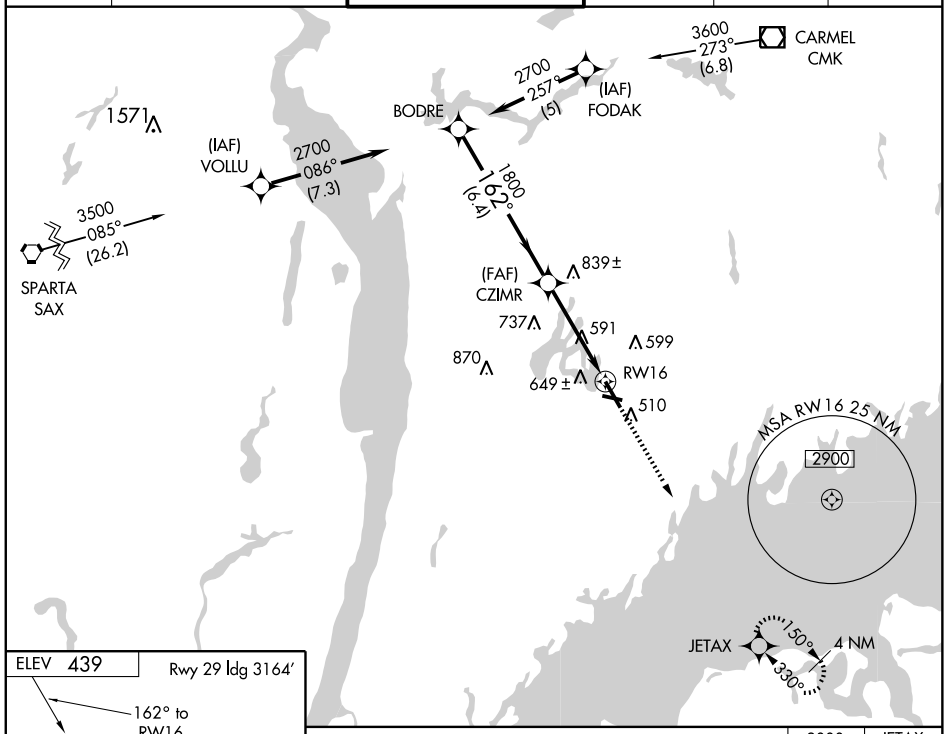
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

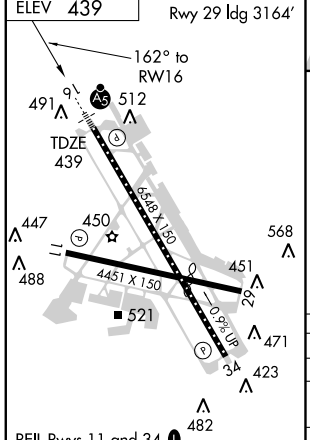
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Inoperative table does not apply to LNAV Cat A/B.

MALSR

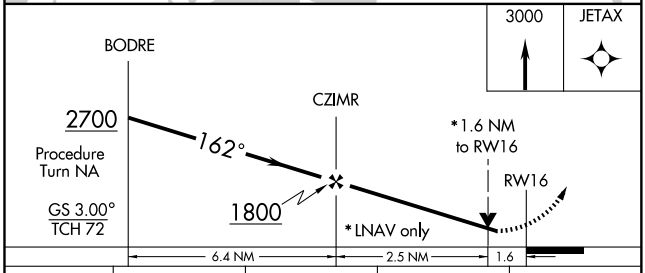
MISSED APPROACH: Climb to 3000 direct JETAX WP and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95





REIL Rwys 11 and 34 L
HIRL Rwy 16-34 L
MIRL Rwy 11-29 L
TDZ/CL Rwy 16



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	900/50 461 (500-1)			
LNAV MDA	1020/50 581 (600-1)			1020 /60 581 (600-1¼)
CIRCLING	1020 - 1½ 581 (600-1½)			1020 - 2 581 (600-2)

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6548
CH 99410	342°	TDZE	402
W34A		Apt Elev	439

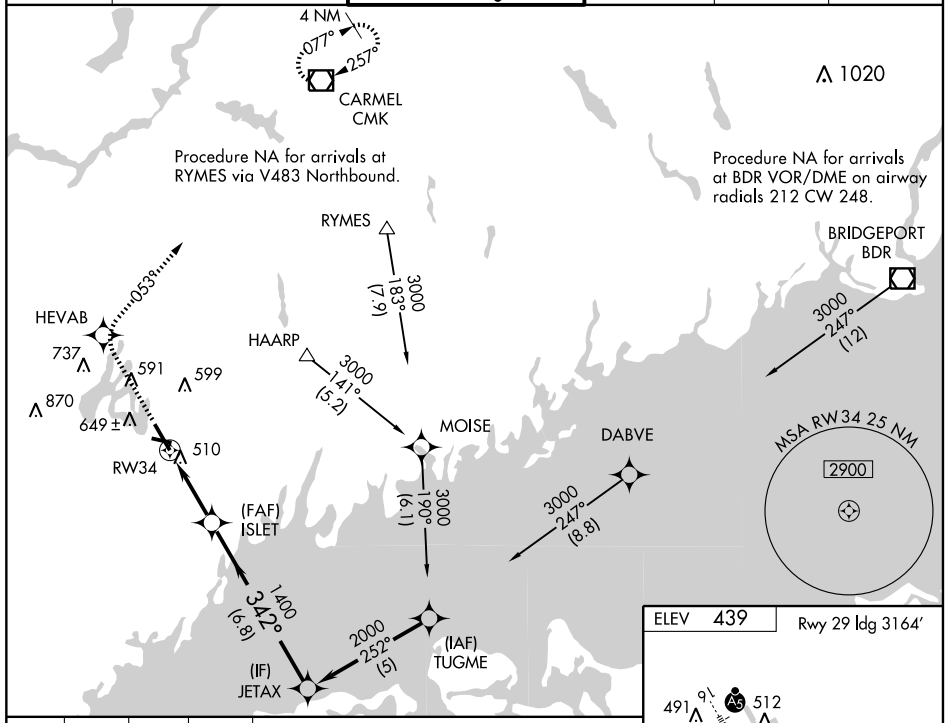
RNAV (GPS) RWY 34

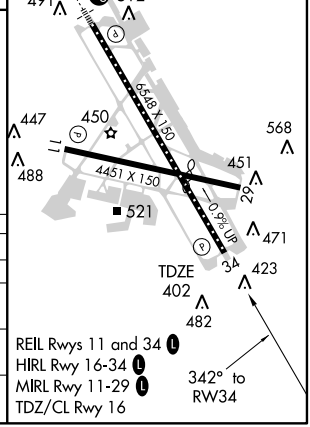
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

Circling to Rwy 34, Rwy 29, and Rwy 11 NA at night. Baro-VNAV NA when using La Guardia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use La Guardia altimeter setting and increase LPV DA to 833 ft; LNAV/VNAV DA to 884 ft, and all MDA 120 ft; increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C ¼ mile, Cat D ½ mile; Circling Cat C and D ¼ mile.

MISSED APPROACH: Climb to 2300 direct HEVAB and via 053° track to CMK VOR/DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95



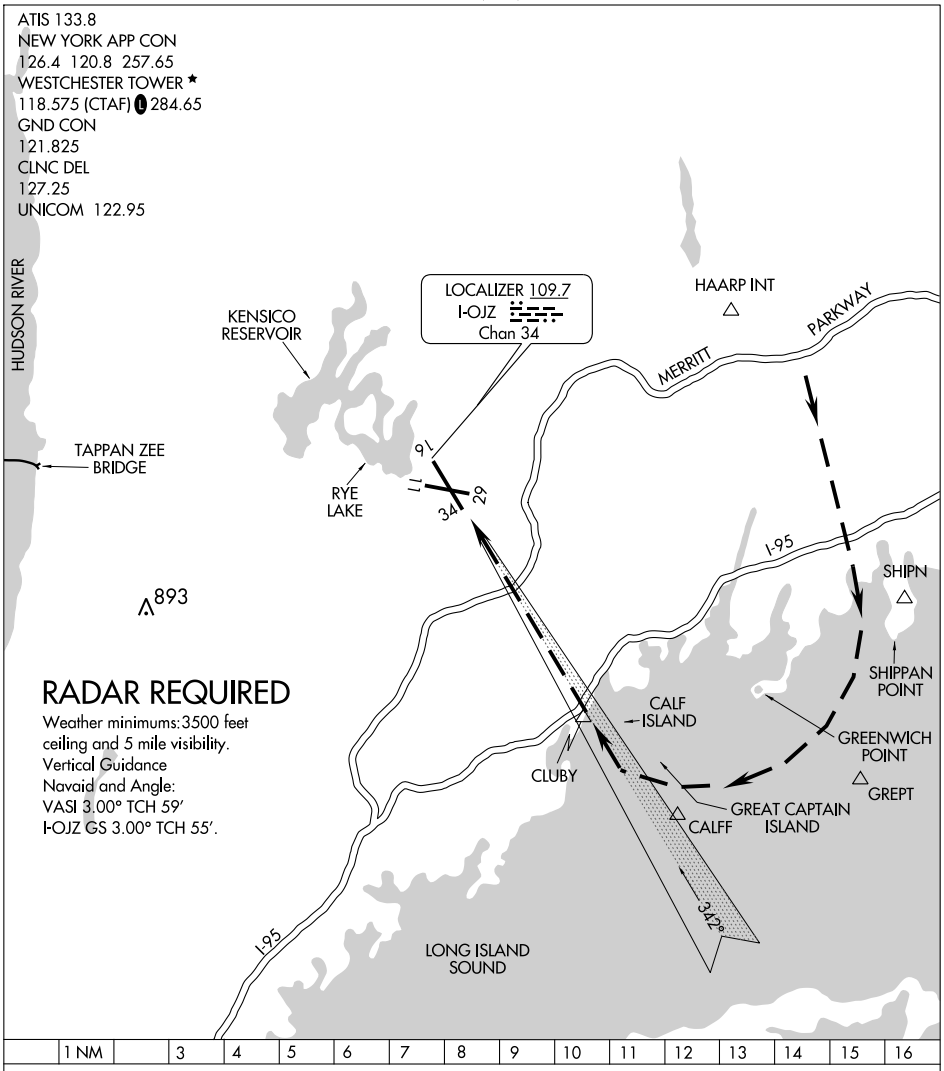


CATEGORY	A	B	C	D
LPV DA	730/60 328 (300-1¼)			
LNAV/VNAV DA	781-1½ 379 (400-1½)			
LNAV MDA	820/50 418 (400-1)		820/60 418 (400-1¼)	
CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1000-2 561 (600-2)

NE-2, 03 JUN 2010 to 01 JUL 2010

SOUND VISUAL RWY 34

WHITE PLAINS/ WESTCHESTER COUNTY (HPN)
WHITE PLAINS, NEW YORK
AL-651 (FAA)



SOUND VISUAL RWY 34

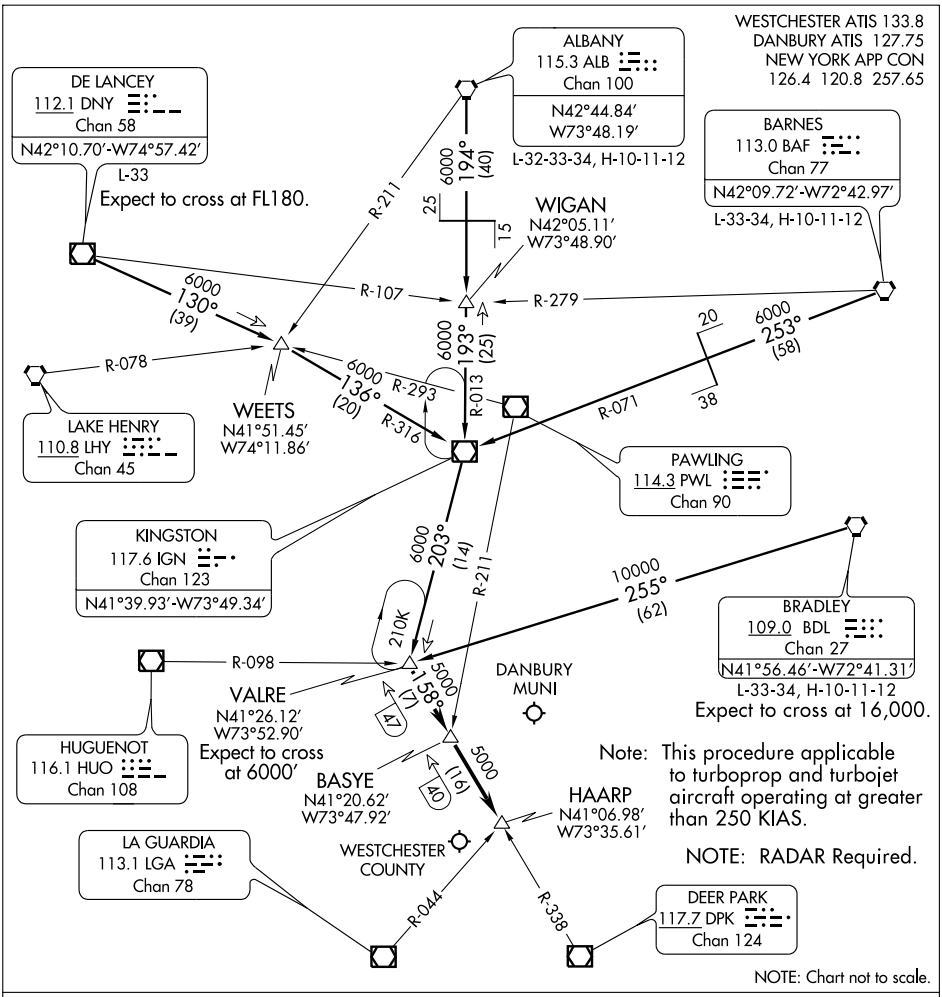
When cleared for a Sound Approach to RWY 34, maintain 3000 feet until south of the shoreline on base leg (2000 feet when authorized by ATC).

Fly depicted track to remain offshore of Greenwich Point.

(VALRE.VALRE3) 09295 ST-651 (FAA)

VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE3): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BARNES TRANSITION (BAF.VALRE3): From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

BRADLEY TRANSITION (BDL.VALRE3): From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . . .

DE LANCEY TRANSITION (DNY.VALRE3): From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . . .

. . . .From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

NE-2, 03 JUN 2010 to 01 JUL 2010

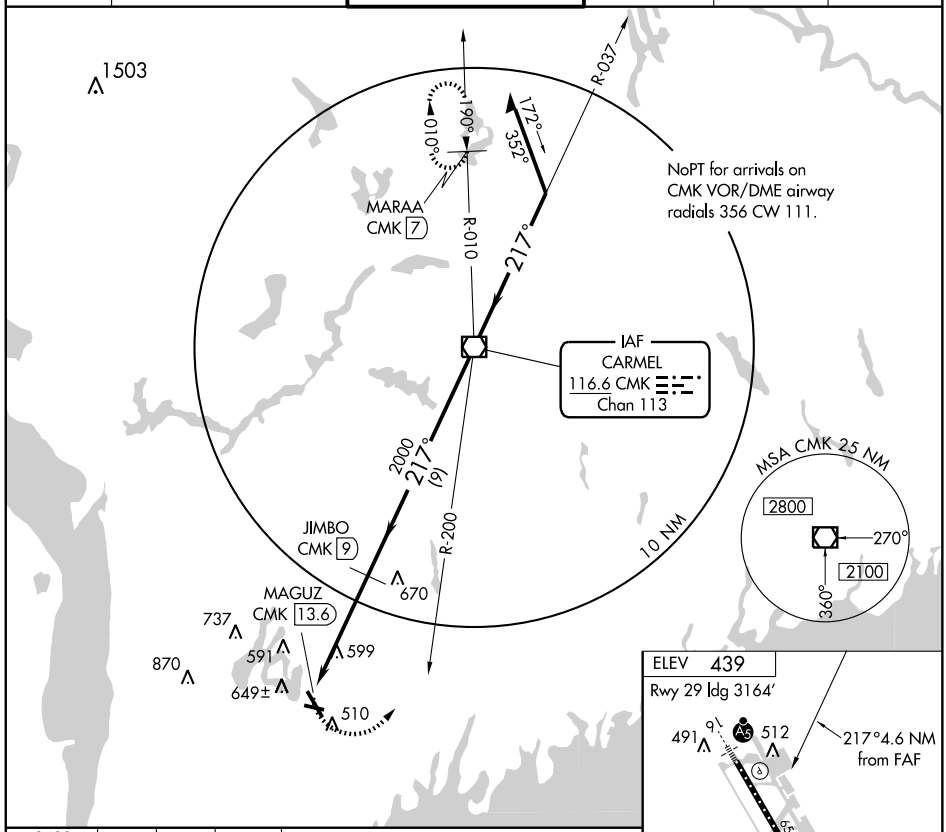
VOR/DME CMK	APP CRS	Rwy Idg	N/A
116.6	217°	TDZE	N/A
Chan 113		Apt Elev	439

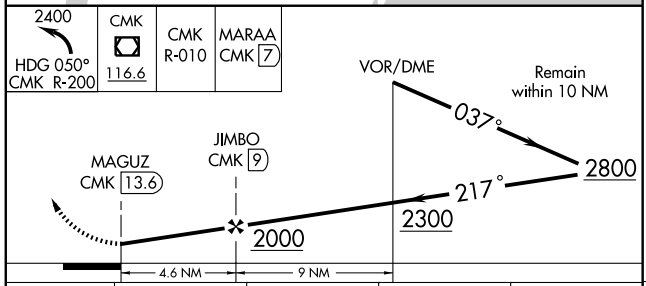
VOR/DME-A

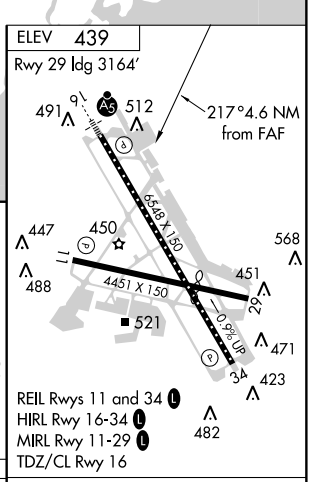
WHITE PLAINS/ WESTCHESTER COUNTY (HPN)

MISSED APPROACH: Climbing left turn to 2400 via heading 050° and CMK R-200 to CMK VOR/DME, then via CMK R-010 to MARAA CMK 7 DME and hold.

ATIS	NEW YORK APP CON	WESTCHESTER TOWER ★	GND CON	CLNC DEL	UNICOM
133.8	126.4 120.8 257.65	118.575 (CTAF) L 284.65	121.825	127.25	122.95



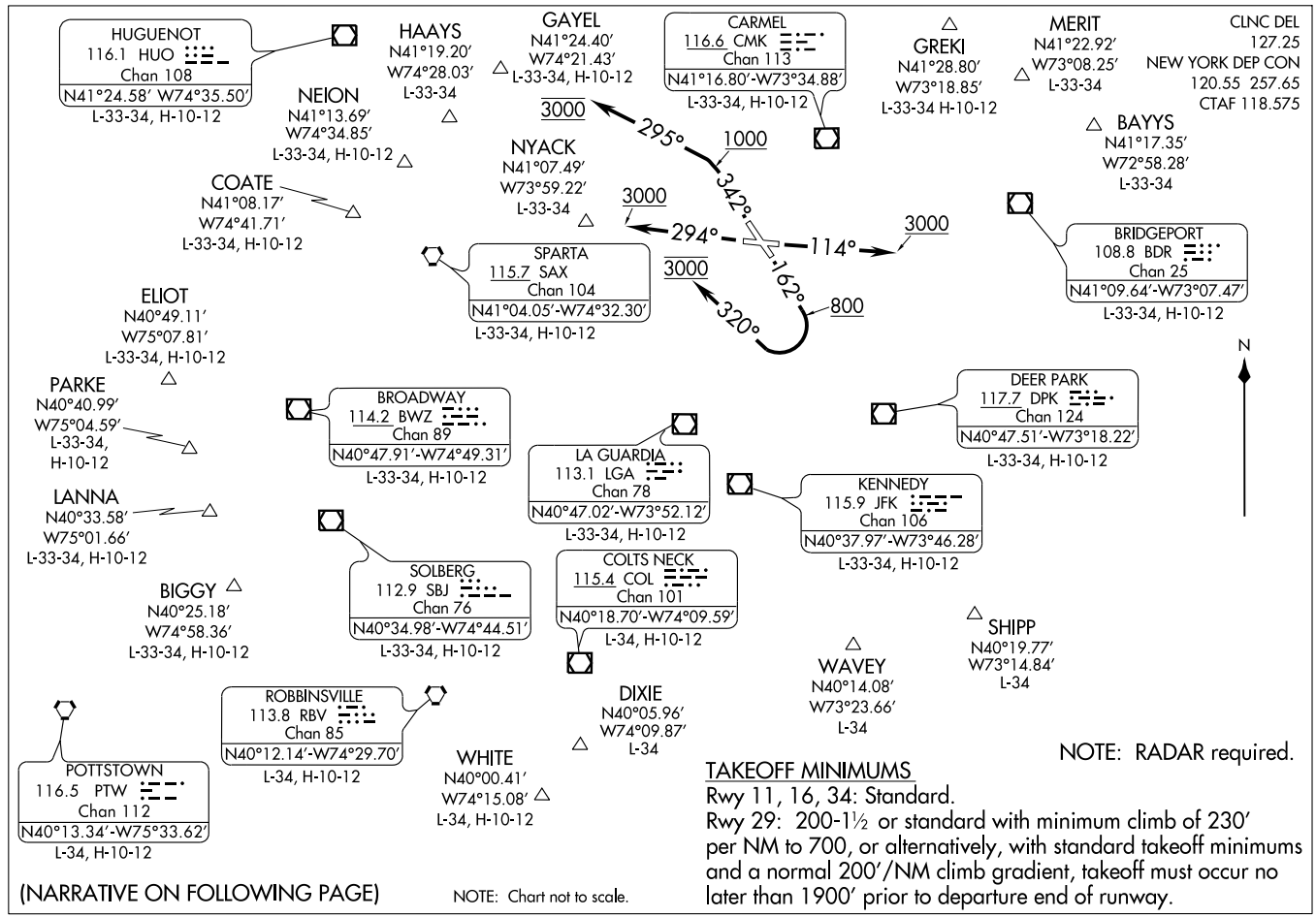




CATEGORY	A	B	C	D
CIRCLING	960 - 1	521 (600- 1)	960 - 1½	1000 - 2
			521 (600- 1½)	561 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-2. 03 JUN 2010 to 01 JUL 2010



WESTCHESTER TWO DEPARTURE

(HPN2.HPN) 10042

SI-651 (FAA)

WHITE PLAINS/WESTCHESTER COUNTY (HPN)

WHITE PLAINS, NEW YORK

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 114° to 3000 feet. Thence....
TAKE-OFF RUNWAY 29: Climb heading 294° to 3000 feet. Thence....
*TAKE-OFF RUNWAY 16: Climb heading 162° to 800 feet then turn right heading 320°, maintain 3000 feet. Thence....
TAKE-OFF RUNWAY 34: Climb heading 342° to 1000 feet then turn left heading 295°, maintain 3000 feet. Thence....

.... via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.

*NOTE: Do not exceed 190 KIAS until established on heading 320°. Advise clearance delivery if unable to comply.

NOTE: BAYYS departures expect vectors to BDR VOR/DME or BDR R-054.
NOTE: BIGGY departures expect vectors to SBJ/SBJ R-237.
NOTE: COATE departures expect vectors to SAX VORTAC or SAX R-311.
NOTE: DIXIE departures expect vectors to COL/COL R-192.
NOTE: ELIOT departures expect vectors to SAX R-252.
NOTE: GAYEL departures expect vectors to DPK R-320.
NOTE: GREKI departures expect vectors to CMK R-057.
NOTE: HAAYS departures expect vectors to HUO R-145.
NOTE: LANNA departures expect vectors to PTW R-059.
NOTE: MERIT departures expect vectors to LGA R-055.
NOTE: NEION departures expect vectors to LGA R-322.
NOTE: PARKE departures expect vectors to BWZ/BWZ R-250.
NOTE: SHIPP departures expect vectors to JFK/JFK R-139.
NOTE: WAVEY departures expect vectors to JFK/JFK R-156.
NOTE: WHITE departures expect vectors to COL VOR/DME or COL R-204.

TAKEOFF OBSTACLES:
Rwy 11: Trees beginning 170' from DER, left and right of centerline, up to 96' AGL/526' MSL. Terrain 140' from DER, 248' left of centerline, 0 AGL/392' MSL'.
Rwy 16: Windsock and trees beginning 309' from DER, 187' left of centerline, up to 101' AGL/510' MSL. Trees beginning 1005' from DER, 90' right of centerline, up to 127' AGL/436' MSL. Poles 3433' from DER, 604' left of centerline, up to 105' AGL/510' MSL. Terrain 273' from DER, 515' left of centerline, 0' AGL/387' MSL.
Rwy 34: Windsock 167' from DER, 282' right of centerline, 26' AGL/456' MSL. Trees 612' from DER, 560' left of centerline, up to 81' AGL/491' MSL. Trees beginning 2011' from DER, 751' right of centerline, up to 104' AGL/504' MSL. OL on DME 605' from DER, 263' right of centerline, 20' AGL/454' MSL.
Rwy 29: Trees beginning 6' from DER, 14' right of centerline, up to 103' AGL/593' MSL. Pole and trees beginning 425' from DER, 228' left of centerline, up to 108' AGL/488' MSL. Tank 1.19 NM DER, 751' right of centerline, 86' AGL/599' MSL. Pole 212' from DER, 485' right of centerline, 23' AGL/417' MSL.

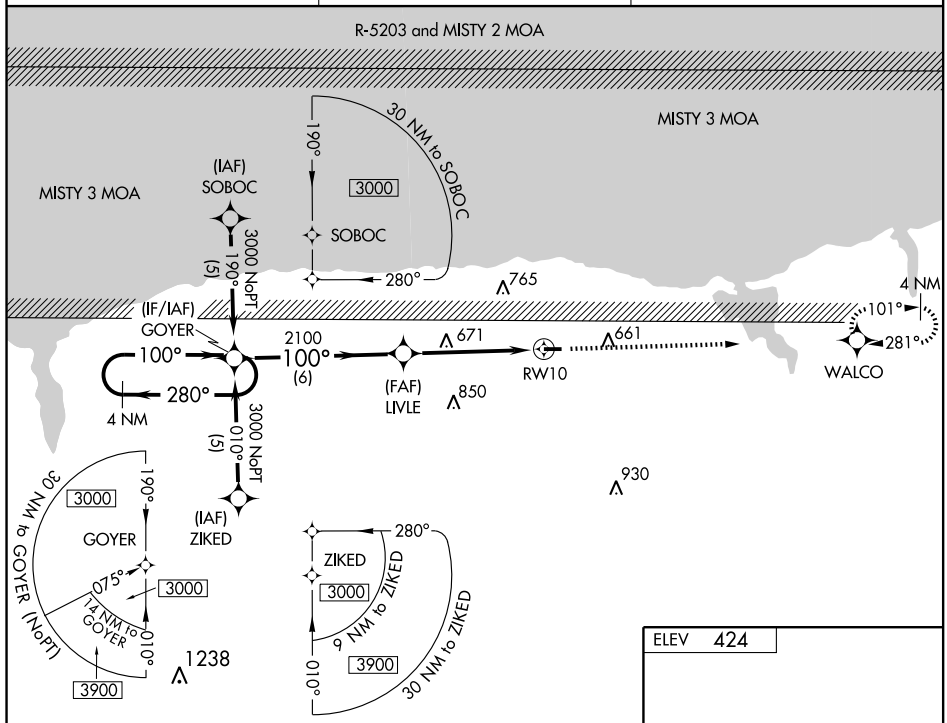
NE-2, 03 JUN 2010 to 01 JUL 2010

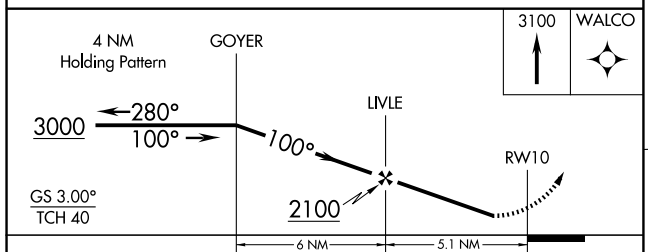
WAAS CH 90507 W10A	APP CRS 100°	Rwy Idg 3801 TDZE 424 Apt Elev 424

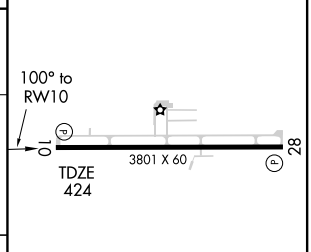
RNAV (GPS) RWY 10
WILLIAMSON-SODUS (SDC)

NA	DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase all DA 77 feet and all MDA 80 feet, LPV all Cats visibility ¼ mile, and circling Cat C visibility ½ mile.	MISSED APPROACH: Climb to 3100 direct WALCO and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	760 - 1¼ 336 (400-1¼)			NA
LNAV MDA	940 - 1 516 (600-1)		940 - 1½ 516 (600-1½)	NA
CIRCLING	940 - 1 516 (600-1)	960 - 1 536 (600-1)	1020 - 1½ 596 (600-1½)	NA

MIRL Rwy 10-28 L

NE-2. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3801
CH 78416	280°	TDZE	422
W28A		Apt Elev	424

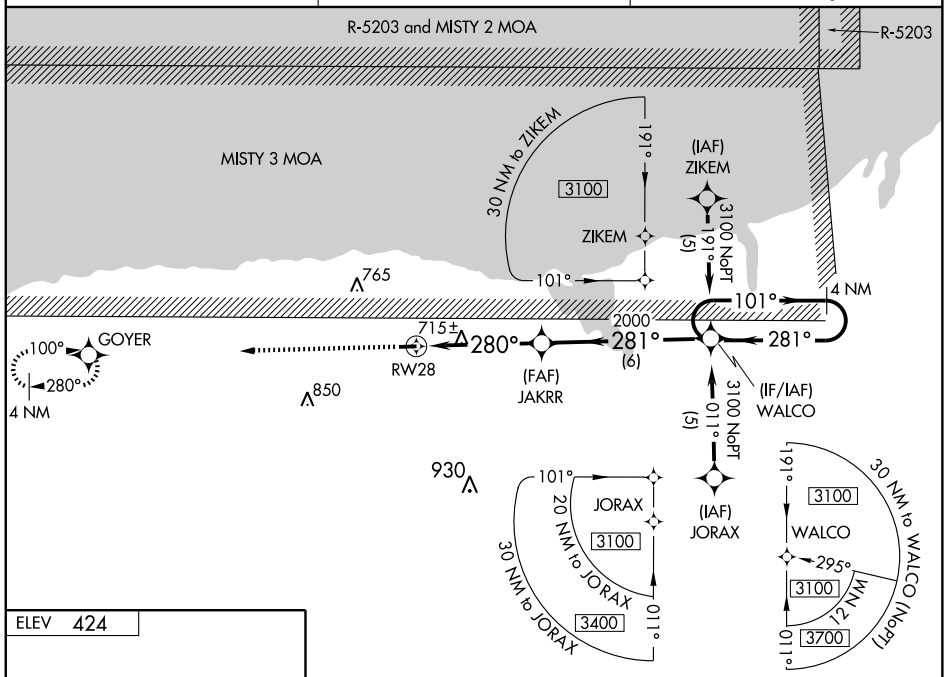
RNAV (GPS) RWY 28

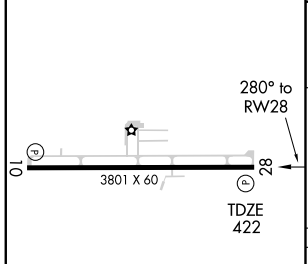
WILLIAMSON-SODUS (SDC)

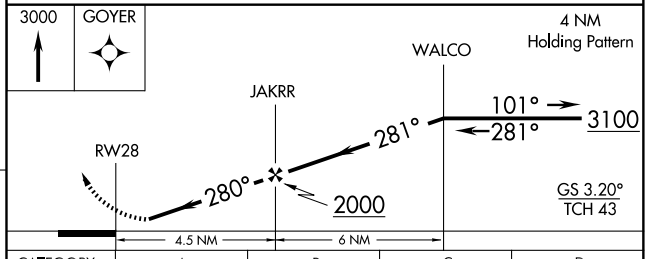
Baro-VNAV NA when using Rochester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rochester altimeter setting and increase LPV DA 148 feet, LNAV/VNAV DA 77 feet, all MDA 80 feet, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct GOYER and hold.

AWOS-3	ROCHESTER APP CON	UNICOM
124.2	119.55 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	706-1 284 (300-1)			NA
LNAV/VNAV DA	1048-2 626 (700-2)			NA
LNAV MDA	980-1 558 (600-1)		980-1½ 558 (600-1½)	NA
CIRCLING	1000-1 576 (600-1)		1020-1½ 596 (600-1½)	NA

VOR/DME HUO	APP CRS	Rwy Idg	3359
116.1	039°	TDZE	550
Chan 108		Apt Elev	560

VOR/DME or GPS RWY 5

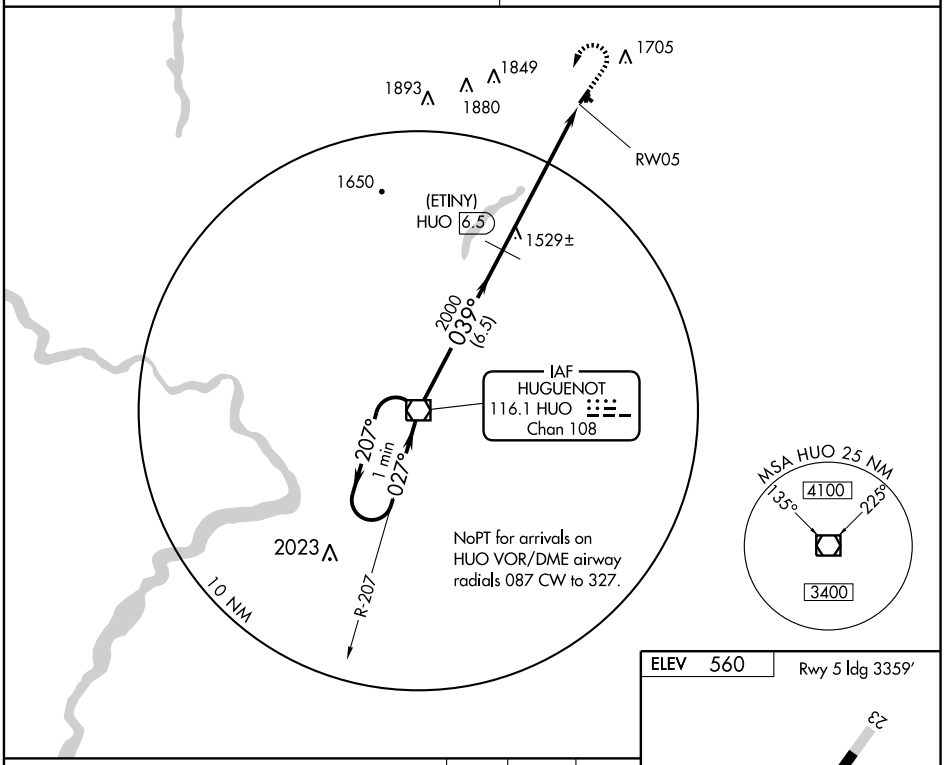
WURTSBORO-SULLIVAN COUNTY (N82)

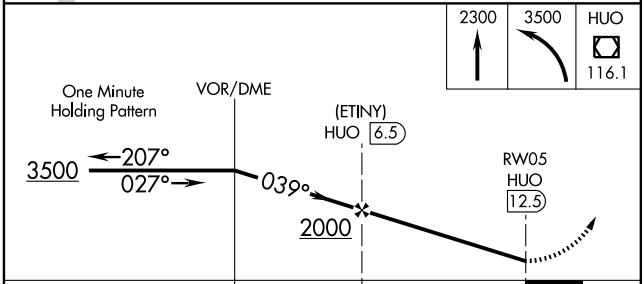
Obtain local altimeter setting on CTAF, when not received, procedure not authorized. Procedure not authorized at night.

NA

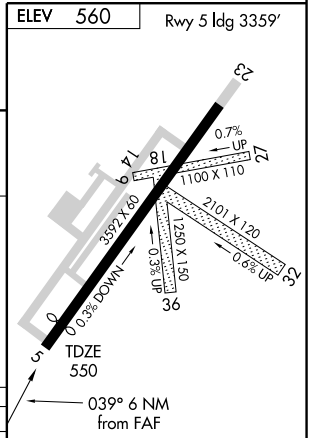
MISSED APPROACH: Climb to 2300 then climbing left turn to 3500 direct HUO VOR/DME and hold.

NEW YORK APP CON	UNICOM
132.75 363.1	122.8 (CTAF)





CATEGORY	A	B	C	D
S-5	1880-1¼ 1330 (1400-1¼)	1880-1½ 1330 (1400-1½)	1880-3 1330 (1400-3)	NA
CIRCLING	1880-1¼ 1320 (1400-1¼)	1880-1½ 1320 (1400-1½)	2020-3 1460 (1500-3)	NA



NE-2. 03 JUN 2010 to 01 JUL 2010